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Wine-glass of Bacardi
Juice of half a Lime
One lump of ice
Serve in high-ball glass
Add Sparkling Water.

BACARDI GROG

One quart of Bacardi
One pound of Sugar
One quart of Port wine
Use the grog, adding equal
Part of very hot water
Serve with slices of lemon
Dissolve sugar in hot water.

BACARDI HIGHBALL

Place a piece of ice in glass
One glass of Bacardi
Fill glass with Sparkling Water.

BACARDI MILK PUNCH

One Glass hot Milk
One tablespoonful of sugar
The yolk of an egg
A glass of Bacardi
Beat up thoroughly the yolk of the
egg with the sugar
Add milk Bacardi and nutmeg
Mix it thoroughly
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SCOTTISH LETTER.

ABANDONMENT OF ROSYTH. A BOMBSHELL FOR FIFE. STRONG PROTESTS MADE.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 8th.

The announcement by the "Secretary of the Admiralty, in which it is intimated that it has been decided to reduce Rosyth Dockyard to a "care and maintenance" basis was received with surprise and consternation, not in the east of Scotland only, but in naval circles much more widely spread. The Admiralty have come to a right decision in determining to make a cut in excessive dockyard accommodation; but they will find it hard to justify the selection of Rosyth as one of the two Royal dockyards—the other is Pembroke—marked down for deposition. Rosyth was declared by Earl Beatty a few years ago to be the most up-to-date and efficient dockyard in existence, and he added that it must be maintained to preserve the Fleet of His Majesty's Navy efficient and ready to perform the work for which it has been built. If this opinion requires any revision to-day, it is in the direction of strengthening Rosyth's claim to be the most modern and indispensable of all the Royal dockyards. Millions of money have been spent upon its construction; it is equipped with all the latest improvements in plant; it is the only Royal dockyard on the East Coast north of the Thames; and in every way it proved its value during and also since the war. When the subject of dockyard accommodation was recently discussed in the House of Commons, and the redundancy of existing arrangements was pointed out, no one suggested that a victim should be made of Rosyth. The naval experts, no less than the civilian members of the House, were silent on that point, since to them all it was presumably incontestable that the Admiralty would make a sacrifice of the best dockyard in their possession. It is, however, not so surprising after all. This is by no means the first time that Rosyth has been threatened. On previous occasions when economy in the Royal dockyards has become imperative, the Admiralty have turned first in the direction of Rosyth. In January, 1922, after the Washington Conference had put a limit to big battleship construction, and the Geddes Committee was exclaiming against excessive expenditure, the Admiralty decided to reduce establishments in the Royal dockyards, and selected Rosyth for the severest cut of all. This policy they are still pursuing, and it is impossible not to conjecture that political considerations rather than questions of efficiency have determined that the English dockyards shall be spared, while a Welsh and a Scottish one are sacrificed. It is unfortunate that Parliament is not sitting when this announcement has been made; it is certain that if it had been in session the Admiralty would have been pressed by the Scottish members to explain their remarkable unwillingness to recognise the advantages.

SPORT ON THE HIGHLAND MOORS.
Shooting tenants and their friends have been getting some excellent sport on the Highland moors during the past day or two. No new records have been established, but on most of the famous sporting "sanctuaries" the yield of game is well up to the average.
Lord Woolavington, who has achieved fame in the world of sport as well as in the sphere of business, is shooting over Knockando moors in Morayshire, and the other day, along with a party of friends, he had a bag of 160; brace of grouse. That is not quite up to last year's big day, when the bag for eight guns was 325 brace, but it constitutes nevertheless a good afternoon's sport.
On the well-stocked Cawdor moors in Nairnshire, which are again leased by Mr. Chubb of New York, the results are in some respects even better. For four days' shooting the total bag was 730 brace and a couple of hundred mountain hares. The shooting party included Earl Cawdor, who has just returned from a prolonged sojourn in Asia, and the veteran Field-Marshal Earl Haig.
Glenfiddich moors and forests in Banffshire, where the season's bag generally ranges from 3,000 to 6,000 brace of grouse (and also a substantial toll of deer and ground game), are let this year to Mr. Phipps of New York, and there too good sport has been obtained: and the Duke of York, along with Earl Beatty, shooting over the far famed Grandtully moor in Perthshire, and 127 brace of grouse.
These are wonderfully fine achievements, but they are scarcely equal to the great bags obtained on some of the Scots moors in the old days. At Carron in Morayshire, for instance, the "big slaughter" of August 23rd, 1910, still holds a place in the history of Highland sport. On that date eleven guns killed 1,592 grouse and 92 hares. The bag for the season was 3,600 grouse. That Highland record, however, was soundly beaten on one of the Lowland Scottish moors. On August 30th of the following year (1911) a party of eight guns killed 2,422 grouse on the Ross Fell moor on the borders of Roxburghshire and Dumfriesshire. "Pro-di-gious," as old Dominie Sampson would have said, is the only word that fits.

MISSIONARIES FOR CHINA.

Rev. A. T. Polhill is returning to his parish of Shu Ting, Szechuan, China, to carry on the missionary work which he has been performing for the past 40 years. He will be accompanied by his brother, Mr. C. Polhill, who has spent 40 years in Tibet. The two brothers, both Etonians, made history in 1885, when they were part of the "Cambridge seven" who all sailed by the same steamer to take up missionary work in the East.

SCOTS IN CANADA.

Scotsmen in Canada are celebrating the anniversary of the landing, on September 5th, 1773, from the ship *Hector*, of 200 Scottish emigrants at Pictou, Nova Scotia. This was the beginning of the tide of emigration that has been flowing from the Clyde ever since. A later movement of the tide is that associated with the name of Thomas Douglas, fifth Earl of Selkirk, a young man of benevolent character, who, deeply moved by the sufferings of the Highlanders, established in 1803, a colony of about 800 on Prince Edward Island. This prospered, and Lord Selkirk later obtained a grant of 5,115 square miles in Assiniboia, better known as the Red River Settlement. Settlers arrived in 1812 and 1814, and were put under the charge of one Miles MacDonnell, who was given a joint commission from the Earl of Selkirk and the Hudson Bay Company as first Governor of the new colony. In 1814 trouble broke out, and MacDonnell put it all down to the Glasgow men. "These Glasgow rascals," he wrote to the Governor of another colony, "have caused us both much trouble and uneasiness. A more stubborn, litigious, and cross-grained lot were never put under any person's care. I cannot think that any liberality of rum or rations could have availed to stop their dissatisfaction—Army and Navy discipline is the only thing fit to manage such fierce spirits." In spite of many troubles, the Red River Settlement was never entirely abandoned. In 1834 Lord Selkirk's interests were re-acquired by the Hudson Bay Company, and in 1868 the Dominion made a statutory bargain for the company's rights. After the suppression of the Red River troubles in 1870 the province of Manitoba was organised and incorporated into the Dominion. Thus ended one interesting chapter in the Scottish settlement of Canada.

THE CILT OF THE KILT.
The fact that the question of whether or not the kilt is hastening towards the obsolescence is the subject of some controversy here suggests that it never will be. Nothing stimulates a cause like an argument over it, and the observations of those who aver that the philabeg is fast becoming a monopoly of the Scottish regiments will inevitably awaken civilians to a sense of their national responsibilities. But is the kilt cult at the moment in decline? It is extremely doubtful. True, the wearing of the garb has become largely ceremonial, but ceremonial keeps many worthy things alive, and is not to be despised. The wearing of the kilt on special occasions is indeed, one of the aims and objects of the Scottish societies in London, and how successful their long campaign has been in manifest not only in our dining hall, ballrooms, and concert salons, but in our communities overseas. One firm has just despatched thirty full Highland outfits to Cape Town, and other orders from Bulawayo are being attended to. Does this look like a waning in popularity?

ART AND DIET.
Though there are some who say, in spite of Mr. Kirkwood's enthusiasm, that porridge is out of favour, I hear of a well-known Scottish artist who has done some of his best work on plain oatmeal and cold water. Painting amongst the Western islands, he solved the food problem by carrying a poke of meal! The other ingredient—fresh water—was never far to seek.
LABELLING THE SCENERY.
The magazine issued by St. Columba's Scots Church, London, puts forward the suggestion that our scenery ought to be labelled. "Many a tourist," it is remarked, "has been thankful to the railway company for its conspicuous signboard at the Pass Killiecrankie, or for that marking the summit between Dalwhinnie and Dalnasprial, or at Shap or Beattock." Notices of this kind would at least be preferable to advertisements for pills.

VICTORIOUS LAUGH.

JUDGING HILARITY FOR A PRIZE.
The whole gamut of laughter was tested in a novel competition on the Victoria Pier, Folkestone, recently, to decide the laughing championship of the district. A competitor from Bishop Auckland, Durham, aged nearly 50, won easily with an effort adjudged to be the nearest approach to the real hearty laugh that spells avoidance.
The laughs ranged from giggles to hysteria, says the *Westminster Gazette*. The only unmitigated failure was a competitor who imitated the *Laughing Cavalier*.
The spectators acted as judges. Among the efforts recorded were:
The silvery laugh.—Ruled out on account of the return to the gold standard.
The guffaw.—A hefty attempt lacking in realism.
The snigger.—An ill-favoured travesty of real laughter.
The chorle.—A clever effort, lacking in spontaneous gaiety.
The explosive laugh.—Caught most of the audience unaware.
The roar.—Admirable in volume, but mistaken for a symptom of pain.
The silent chuckle.—Perilous to health and indicative of selfish enjoyment.
The side-splitter.—A close contestant for the honours, but revealing a sense of strain.

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LOCAL SPORT.

CRICKET.

RESULTS OF MATCHES PLAYED DURING HOLIDAYS.

Three cricket matches were played yesterday. On the Hongkong Cricket Club ground, the two days' match was continued between Mr. R. Hancock's XI and the Interport team; on the Indian Recreation Club ground the Civil Service Cricket Club were entertained; while at Kowloon the K.C.C. opposed the second eleven of the H.K.C.C. Details follow:—

INTERPORTERS v. HANCOCK'S XI.

On Saturday a two day's match was commenced between a team captained by Mr. H. R. Hancock and the Interport team which went to Shanghai. The game was continued yesterday, on the Hongkong Cricket Club's ground.

Mr. Hancock's XI made 137 runs in their first innings on Saturday. Yesterday the Interport team, continued their innings, having made 93 for 3 wickets on Saturday.

For the Interporters, E. F. Stewart made 110, Capt. Morris 30, and H. N. Balhatchet 20. Stewart played a faultless innings, except for a chance given at 75.

For the other side Webster secured the second century of the match, knocking up 105 before being caught off Bowker's bowling. Hancock played a steady game and was not out 68 when the innings closed. The game ended in a draw.

The scores follow:—

INTERPORT XI.

H. E. Hollands, c. Hancock, b. Vallack	0
Capt. C. D. Armstrong, l.b.w., b. Powell	10
H. N. Balhatchet, c. Hancock, b. Owen Hughes	43
Capt. E. W. Morris, c. McNaughten, b. De Rome	30
E. F. Stewart, c. Lammert (sub), b. Vallack	110
Rev. E. K. Quick, b. de Rome	116
A. W. Ramsay, c. Hayward, b. Hamilton	45
F. Stripp, not out	14
A. C. I. Bowker, b. Hamilton	14
Capt. R. F. Walker, c. Ralph, b. de Rome	13
Capt. Bensley, b. de Rome	23
Extras	23
Total	329

Bowling Analysis.

Vallack	17	2	76	1
Powell	10	2	35	1
Owen Hughes	9	0	62	1
Hamilton	10	0	43	2
Webster	12	0	57	0
de Rome	6.5	0	27	4
Hayward	1	0	6	0

H. HANCOCK'S XI.

R. E. A. Webster, c. Hollands, b. Bowker	105
H. W. Hayward, c. b. Stewart	21
F. J. de Rome, b. Quick	17
T. E. Pearce, l.b.w., b. Bowker	24
H. Owen Hughes, b. Bowker	27
H. R. Hancock, not out	68
E. W. Hamilton, c. Stewart, b. Walker	13
General E. MacNaughten, c. Stewart, b. Walker	5
L. P. Ralph, run out	5
G. I. Vallack, b. Walker	0
Rev. T. B. Powell (absent)	0
Extras	21
Total (for 9 wickets)	306

Bowling Analysis.

Bowker	26	2	92	3
Quick	23	2	68	1
Walker	13.2	5	55	3
Stewart	4	0	25	1
Balhatchet	3	0	22	0
Hollands	3	0	16	0
Morris	2	2	6	0

C.S.C.C. v. I.R.C.

The Civil Service Cricket Club were entertained by the Indian Recreation Club.

The game ended in a draw, the C.S.C.C. securing 180, while their opponents made 165 for the loss of 6 wickets.

The scores:—

C.S.C.C.	
Findler, b. A. U. Arculli	34
Strange, c. Ackbar, b. F. M. Arculli	1
Lawrence, b. F. M. Arculli	17
Bastin, c. and b. F. M. Arculli	2
Booker, c. F. M. Arculli, b. A. U. Arculli	5
Arculli, not out	62
Edmonds, c. Ismail, b. F. M. Arculli	1
Squibbs, run out	0
Westlake, b. F. M. Arculli	15
Peterson, b. A. U. Arculli	1
Edwards, c. Kitchell, b. F. M. Arculli	17
Arculli	23
Extras	19
Total	180

Bowling Analysis.

F. M. Arculli	17	2	58	6
A. U. Arculli	17	1	65	3
A. H. Madar	6	1	34	0

INDIAN R.C.

A. H. Madar, b. Booker	45
J. S. Cuream, c. Fincher, b. Edmonds	30
S. H. Ismail, c. Booker, b. Edmonds	7
N. B. Kitchell, b. Ling	8
S. A. Ismail, c. Strange, b. Ling	8
F. M. Arculli, c. and b. Ling	14
A. U. Arculli, b. Booker	23
A. S. Suffad, c. Edwards, b. Edmonds	0
J. Ackbar, not out	0
Extras	19
Total (for 8 wickets)	165

Bowling Analysis.

Strange	3	0	20	0
Squibbs	1	0	30	0
Edmonds	9	0	28	3
Ling	9	2	27	3
Bastin	3	0	21	0
Lawrence	4	0	15	0
Booker	2	1	9	2

H.K.C.C. 2ND XI. v. K.C.C. 2ND XI.

In the match at Kowloon yesterday between teams representing the Hongkong Cricket Club 2nd XI and the Kowloon Cricket Club 2nd XI, the visitors won by 130 runs. For the winners, D. Reid scored 47, W. W. Mackenzie scored 35 and D. S. Green 40 not out.

The scores were:—

HONGKONG C.C. 2ND XI.	
D. Reid, c. Parsons, b. Gorvin	47
D. E. G. Nicholson, c. Dand, b. Hancock	4
H. Griffin, b. Hancock	0
H. D. Parker, c. Hancock, b. Bishop	13
T. D. E. Pendered, c. and b. Bishop	13
L. D. McNicoll, c. and b. Fincher	16
F. Goodwin, c. Evans, b. Hancock	12
W. W. Mackenzie, b. Bishop	35
H. G. B. Burns, c. Evans, b. Hancock	15
O. Skinner, b. Gorvin	10
B. W. Lee, b. Gorvin	0
D. S. Green, not out	40
Extras	40
Total	225

Bowling Analysis.

J. Hancock	15	4	69	4
E. F. Fincher	7	2	28	1
C. W. E. Bishop	12	3	39	3
W. F. J. Gorvin	8	2	49	3

KOWLOON C.C. 2ND XI.

A. A. Dand, c. Skinner, b. Parker	1
S. Jex, c. McNicoll, b. Griffin	22
H. Parsons, b. Lee	5
A. R. F. Raven, c. and b. Griffin	18
E. F. Fincher, run out	3
C. W. E. Bishop, c. Burns, b. Pendered	3
E. G. Ronton, c. Nicholson, b. Lee	2
H. G. Hallam, b. Parker	6
J. E. Hancock, b. Lee	2
W. F. J. Gorvin, b. Parker	1
C. T. Evans, not out	6
L. E. S. Hodge, c. Nicholson, b. Burns	6
Extras	22
Total	95

Bowling Analysis.

H. Griffin	7	1	34	2
H. V. Parker	12	5	19	3
T. D. E. Pendered	2	5	1	1
R. W. Lee	6	1	10	3
H. G. B. Burns	4.2	2	6	1

AQUATIC SPORTS.

CLUB DE RECREIO SWIMMING FESTIVAL AT V.R.C. POOL.

The second annual aquatic gala of the Club de Recreio was held yesterday afternoon at the Victoria Recreation Club, the committee of which kindly lent the bath for the occasion.

THE OFFICIALS.

The officials responsible for the sports were:—Messrs. E. V. M. R. de Sousa, A. F. B. Silva-Netto, F. H. Barnes, P. A. Yanovich, E. Leitao, Judges; Messrs. F. L. Silva, A. J. V. Ribeiro, Starters; Messrs. J. A. S. Alves, A. V. Barros, A. V. Gosano, Time Keepers; Messrs. M. F. Baptista, F. H. Carvalho, S. A. Marcel, C. Rosa-Pereira, A. G. Botelho, D. F. Lopes, H. A. Alves, Competitors Stewards; Mr. R. A. Silva, Hon. Secretary.

THE RESULTS.

The results follow:—
50 Yards Handicap.—1, J. F. Ribeiro; 2, F. X. Monteiro. Time: 36.2-seconds.
50 Yards Boys' Handicap.—1, L. Roza Pereira; 2, R. Silva-Netto. Time: 29.4-seconds.

High Dive.—1, F. Roza-Pereira, jr.; 2, G. A. Pinna. Points: 101 and 92.
100 Yards Championship.—1, A. A. R. Botelho; 2, B. Assumpcao. Time: 65.2-seconds.

100 Yards Boys' Championship (under 17).—1, L. Roza-Pereira; 2, W. Lawrence. Time: 75-seconds.

Pillow Fight.—1, L. A. Carvalho; 2, F. B. Pereira, jr.

100 Yards Handicap.—1, G. A. Noronha; 2, E. A. Noronha. Time: 75-seconds.
100 Yards Boys' Handicap.—1, W. Lawrence; 2, L. Roza-Pereira. Time: 75-seconds.

100 Yards Variety Strokes Handicap.—1, H. A. Barros; 2, S. A. Marcel. Time: 82.2-seconds.
100 Yards Handicap (open to the V.R.C. members).—1, J. Stewart; 2, D. Lyon. Time: 75-seconds.

50 Yards fully clothed race.—1, A. A. R. Botelho; 2, B. Assumpcao. Time: 40.3-seconds.

Ladies Nomination Race.—1, G. A. Noronha and Miss Noronha; 2, F. X. Monteiro and Miss Gomes.

Team Race.—Won by B. Assumpcao's team against E. A. Noronha's, F. Roza-Pereira and A. A. R. Botelho's teams.
Consolation Race.—D. Montalvo. Time: 30-seconds.

PRESENTATION OF PRIZES.

At the close of the sports, Miss de Sousa presented the prizes, which consisted for the most part of silver cups. Mr. E. V. M. R. de Sousa, (President of the Club), who presided thanked the committee and members of the Club de Recreio for inviting his daughter to present the prizes. He congratulated the winners and thanked the ladies for their attendance. He said it would not have been such a success if they had not been present. He also thanked the prize donors, and the committee of the

(Continued at foot of next column.)

BOWLS.

SHANGHAI AT CRAIGENGOWER.

HOME TEAM GAIN NARROW VICTORY.

After their strenuous day in the New Territories and their narrow victory on the Tai Po Green the visitors put in another appearance at the Valley with Craigengower as their opponents. The visiting team was: Main No. 1, Pratt No. 2, McLeod No. 3 and Phillips (skip).

In the morning a challenge match was played between Chief Detective Inspector John Grant, of the Hongkong Police, and C.D.I. George Johnstone, of the Shanghai Police (one of the visiting interporters) a very keep tussel resulted.

The winner is having a suit of clothes constructed at one of the local dockyards as a special prize presented by an enthusiast.

Grant was down 7-15 at the 12th head but struck a good patch and scored consistently for the next 5 heads, 3, 2, 2, 1, 1 levelling matters at the 16th head. He got a single at the next head and went ahead for the first time; but did not count again. The home player was unlucky getting the jack twice to give his opponent the shot. Johnson scored in each of the remaining 4 heads 1, 2, 1, 1 and won by 22-16.

THE CRAIGENGOWER MATCH.

Beautiful weather again accompanied the visitors to the Valley and they found the Craigengower green in splendid condition. The continued dry weather has tended to make the greens keener and yesterday afternoon's game was played on the fastest green encountered so far. With so many counter attractions the attendance was gratifying and the spectators were treated to a fine exposition of the game. Shanghai won the toss and Main sent down two splendid woods to be followed by Pratt with a touch. Bradbury had very hard lines with his two woods and Shanghai drew first blood with a single.

In the second head the home side were lying a good two when the skips went up. Phillips got wood, but Bradbury played a splendid draw for a third shot and the visitors were up 3-1. In the next head Shanghai were clustered round the jack with one home wood keeping them from scoring 4. Phillips with his last wood took it out beautifully amidst applause to give his side 5 and put them ahead 6-3. Some fine bowling by the two skips was seen in the 6th head when the home side scored a single. In the next two heads Craigengower increased their lead by scoring a brace in each head the score now being: Craigengower, 10; Shanghai, 6.

The 8th head gave the home side another 2 after Phillips had just missed the jack with his first and was much too wide with his second. In the 10th head a fine shot by Phillips changed the situation, when the home side were lying, and scored 2 for his team making the score 12-11 for Craigengower. The jack was moved three times in the next head and the Shanghai skip again showed his merit and gained a good 2 putting his side ahead 13-12. He followed up with another fine exhibition in the 13th head and only a good last shot by Bradbury saved the situation. At the 13th head the home four scored 2 after consistently good bowling; and the scores were 14 all.

At the 14th Main put two beautiful shots right on the jack to lay the foundation for a good 4. Phillips, the skip, again played a good pair of woods and Shanghai led 18-14 at the tea interval.

Each side scored a single after tea and at the 17th head Shanghai just escaped another catastrophe. When the skips went up to bowl Hongkong were lying 7 shots and Bradbury put in a blocked. Phillips got through but was a trifle strong and there was no change. Bradbury put up another one shot but Phillips, with a pretty shot, drew second and saved the situation, the home four scoring one to make the score 19-18 for the visitors.

At the 19th head it was a measure for the shot when Bradbury took the jack to the edge of the ditch and gave his side 3. Phillips put down a nice shot, but just failed to get through the hole and gained a good 2 putting his side ahead 20-19. At the second last head, Shanghai scored a single and it was left to the last head to decide the match.

Main laid two nice shots on the jack and Basu put one between them, but it was a trifle short. Pratt, the visiting No. 2, put his first wood on the top of Basu and Dennis, the Craigengower No. 2, drew second shot. Shanghai improved their position with the next shot and McFarlane drove opening up the head but leaving Shanghai lying 2, one in front and one behind. Bradbury had hard lines with his first and Phillips put up another counter; but Bradbury with his last wood got in and lay by an eighth of an inch.

(Continued on next column.)

Victoria Recreation Club for lending the bath.

Following the distribution, the secretary of the Club de Recreio, Mr. A. E. Leitao, thanked Miss de Sousa for presenting the prizes and handed her a bouquet of flowers in a silver holder, as a souvenir of the occasion.

Cheers were given for Miss de Sousa and also for the V.R.C. Dancing followed the prize-distribution, the music being supplied by the Brunswick Orchestra.

It was one of the closest matches ever seen here and excitement ran high in the late stages. Bradbury played the game of his life. Main outplayed Basu all through and with Phillips was outstanding on the visiting side. Dennis was better than Pratt and McFarlane and McLeod were about equal. Phillips was very good considering that he was up against Bradbury at his best; and in the earlier stages of the game he put up some wonderful woods.

After the match the Craigengower vice-president, Mr. B. W. Bradbury, in a happy speech congratulated the winners on their game and said how glad they were to have them at the valley. He congratulated them on their wonderful sporting games against continued bad luck and wished them success in their future encounters.

Mr. Phillips replied for the visitors and presented Shanghai spoons to the Craigengower four.

TO-DAY'S GAMES.

To-day Shanghai play the Police at 10.30 a.m. They will be represented by Main No. 1, McLeod No. 2, Phillips No. 3, and Johnson (skip). While the Police will be represented by Sgt. Whant No. 1, C. Insp. Kent No. 2, Sgt. Mair and Insp. Clark.

In the afternoon the visitors play Tai Po, and to-morrow the Second League on the Police ground. The Second League will be represented by Shanghai (R.H.Y.C.) No. 1, Hamilton (E.P.R.C.) No. 2, D. Ramjahu (No. 3), and J. Clark (P.R.C.), (skip).

THE SCORE CARD.

The score card was as under:—

Shanghai.				Craigengower.			
Main		1. Basu		2. Dennis		3. McFarlane	
2. Pratt		3. McLeod		(S.) Phillips		(S.) Bradbury	
Head.	Shots.	Total.	Head.	Shots.	Total.	Head.	Shots.
1	1	1	1	2	3	1	3
2	1	1	2	3	5	2	3
3	5	6	3	4	7	3	3
4	—	6	4	2	6	4	2
5	—	6	5	1	6	5	1
6	—	6	6	2	8	6	2
7	—	6	7	2	10	7	2
8	—	6	8	2	12	8	2
9	3	9	9	—	12	9	—
10	2	11	10	—	12	10	—
11	2	13	11	—	12	11	—
12	1	14	12	—	12	12	—
13	—	14	13	—	14	13	—
14	4	18	14	—	14	14	—
15	1	19	15	—	14	15	—
16	—	19	16	—	15	16	—
17	—	19	17	—	16	17	—
18	—	19	18	—	17	18	—
19	—	19	19	3	20	19	3
20	1	20	20	—	20	20	—
21	—	20	21	1	21	21	1
Total	20		Total	21			

WATER POLO.

Two league games were played at the V.R.C. yesterday evening. In the first, the V.R.C. "A" defeated a team from H.M.S. Ambrose by 8 goals to nil. C.Y.O. Arnold, H.M.S. Carlisle refereed. In the other game, the K.B.S.F.P.A. "A" beat H.M.S. Hermes by 8 goals to one. The referee was P.O. Smyth, H.M.S. Ambrose.

P. AND O. BANK CASE.

JUDGMENT GIVEN IN SINGAPORE ACTION.

The acting Chief Justice (Mr. Justice Sprague), gave judgment in the Supreme Court, Singapore, on October 2nd, in the action heard in his court in the previous week in which a Chinese lady, named Lee Chwee Keow Neo, sued the P. and O. Banking Corporation for \$20,000.

Mr. H. D. Mundell appeared for the plaintiff, and Mr. G. S. Carver for the bank.

The second defendant, a son of the plaintiff, was stated to have absconded. The plaintiff and the second defendant, Tan Chye Kuay, were executors of the estate of plaintiff's husband. After her husband's death plaintiff went to China, and Tan Chye Kuay managed the testator's business of Loo Leng and Co. In October, 1922, the second defendant opened an account with the P. and O. Bank in the name of Loo Leng and Co., and obtained from the bank a loan of \$20,000 on the security of a mortgage on a Canal Road. Plaintiff alleged that the bank knew that the loan was obtained for the purposes of the business, or that the property was not an asset employed in the business, and the second defendant committed a breach of trust in mortgaging the property. Plaintiff said the loan was repaid by the second defendant to "be placed to the credit of Loo Leng and Co." Further, plaintiff objected that the bank's claim for repayment of the loan was against the second defendant, not against the testator's estate.

Plaintiff claimed to have the mortgage set aside, a declaration that the making of the mortgage was a breach of trust to the knowledge of the bank, alternatively, a declaration that the bank participated in the commission of the breach of trust by the second defendant. Plaintiff also claimed recovery of the \$20,000 paid by the second defendant to the bank. The bank denied that they knew that this loan was obtained for Loo Leng and Co. The cheque for \$20,000 by which the sum lent to the second defendant was advanced was afterwards paid in by the second defendant to be placed to the credit of Loo Leng and Co. The bank denied that this transaction was a repayment of the amount borrowed on the mortgage.

His Lordship, after reviewing the case at length, dismissed the case against the bank with costs and gave judgment for the plaintiff against the second defendant.

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HONGKONG JOCKEY CLUB.

SECOND DAY'S RACING RESULTS IN POOR FIELDS.

CAPTAIN OXSPRING'S VICTORY.

(BY ANGUS.)

Patron.—H.E. Sir E. E. Stubbs
K.C.M.G.
Honorary Stewards.—H.E. Vice-Admiral
Sir Edward Alexander Sinclair,
K.C.B., M.V.O., H.E. Major-General
C. O. Luard, C.B., C.M.G., Hon.
Sir Claud Severn, K.B.E., C.M.G.,
LL.D., Commodore A. J. B. Stirling,
C.B.

Stewards.—The Hon. Sir C. Paul Chater,
K.C.M.G., LL.D., Sir Henry
Gollan, Kt., C.B.E., Lieut.-Col. G.
K. Hall Brutton, Mr. R. M. Dyer,
Mr. H. P. White, Mr. M. T. John-
son, Mr. H. Birkett.
Clerk of the Course.—Mr. R. J. Patterson.
Acting Secretary.—Mr. E. Greenwood.
Treasurer.—Linstead & Davies.
Officials for Extra Meetings.—Mr. M. T.
Johnson, Mr. C. A. Peel, Mr. R. M.
Dyer, Mr. F. E. Clarke.
Judge.—Mr. D. E. Clark.
Assistant Judge.—Mr. M. J. Johnson.
In Charge of the Scales.—Mr. R. M.
Dyer.
Starter.—Lieut.-Col. G. K. Hall Brutton.
Second Starter.—Mr. C. L. Oliphant.
Paddock.—Mr. C. A. Peel.
Timekeeper.—Mr. F. G. Walker.
Honorary Surgeon.—Dr. J. C. Macgown.

Fine weather was again experienced at
Happy Valley yesterday afternoon, when
the sixth extra race meeting was con-
cluded with seven events, which, however,
produced comparatively poor fields.

There was a fair attendance present,
including His Excellency the Governor
and Sir Claud Severn.

Much regret was expressed when it
became known that the absence of Mr.
R. J. Patterson, the Honorary Clerk of
the Course, was due to sudden illness and
it is sincerely to be hoped that his illness
will disappear as suddenly as it appeared.
By kind permission of Lieut.-Colonel
Montague-Bates, C.B., C.M.G., D.S.O.,
and Officers, the Band of the 1st. Batta-
lion, The East Surrey Regiment, under the
baton of Band Sergeant T. Earl, was
again in attendance and added much to
the afternoon's enjoyment.

The talent started badly when Captain
Oxspring started Grey Streak to victory
in the first event, the Novices' Race, and
upset a red hot favourite in Loch Ran-
noch (Mr. Stanton). The following went
to the post: Two Pairs (51 tickets), Loch
Rannoch (499), Beldorney Star (92),
Mowgli (50), Grey Streak (32), Duke of
Frisco (43), and Solly (45).
Captain Oxspring, when his mount
appeared beaten at the top of the
straight, got him going again and won
by a short head from Two Pairs (Mr. da
Rozza), with the favourite only a head
behind. It was as fine a finish as one
wishes to see and all three riders are
to be congratulated.

Only three went to the post for the
Ormonde Handicap: Beauty Dahlia
(342), Jambu (162), Uncle Chick (578).
The favourite was never in the hunt,
being lost from start to finish. Mr.
Davies, on Beauty Dahlia, led through-
out and finished 4 lengths in front of
Jambu. Beauty paid \$14.20 on the win-
ning tote and \$21.10 for a place, which
is unusual.

In the Letcombe Stakes the field was
Valiant (133), Rothesay (363), Uncle
Albert (229), Nugget (237), Quab (46),
Critic (29).

The old warrior Rothesay, with Lt.-
Cdr. Thompson in the saddle, wore down
his field and won somewhat handsomely
from Nugget, with Valiant a poor third.
Critic appeared to have a fighting
chance at the top of the straight, but
"hit himself" and pulled up lame.

The Leger was another exercise gallop
for Grey alorn, who beat Grey Knight
by 6 lengths, with Beldorney a similar
distance away.

For the Paddock Plate (half a mile)
only five went to the post: Arabian
Parrot (312), Gyp (313), King Emperor
(44), Blotting Paper (24), Gypsy Love
(28).

There was a long delay at the post,
chiefly because Gyp and Blotting Paper
took it in turns to refuse to join the
field, the former being the chief aggres-
sor. When the flag finally dropped, Col.
Hall Brutton achieved one of the best
starts I have witnessed for years.
The result was a big upset when Gyp
defeated Blotting Paper by half a length,
with Gypsy Love last and Arabian
Parrot also unplaced. The time return-
ed was 30.1.5; 28.4.5; making one
minute flat. I fancy the time was
actually not so fast as the first quarter
(taken from the starting post) with a
clear view to the quarter mile post was
clocked as 32. It is a small matter and
only mentioned to demonstrate how de-
ceptive times are when taken from totally
different angles.

Gyp is alleged to have "carried
Blotting Paper out" coming down the
straight, but as no objection was lodged
and the Stewards took no action, the
matter must be left as it is.

In the Manton Plate, Saligia had
little difficulty in stalling off the oppo-
sition of Saracen and gained the verdict
by 6 clear lengths, with Persian Parrot
a length away.

In the last event, Loch Rannoch, with
Lt.-Cdr. Thompson as pilot, won com-
fortably from Dictator Dahlia.

Racing details follow:—

1.—NOVICES RACES

For China ponies. Weight for inches as
per scale. Winners—this season—of
1 race 5 lbs. extra, of 2, 7 lbs. extra,
of 3 or more 10 lbs. extra. To be
ridden by Jockeys who have not won
more than five races. Jockeys allow-
ed 10 lbs. but penalized 8 lbs. for
each flat race won—1st, \$400; 2nd,
\$150; 3rd, \$100.—From two mile post
once round and in (about 1 mile 165
yards).

Mrs. R. M. Austin's Grey Streak, 154
lbs. (Capt. Oxspring) 1
Mr. Fate's Two Pairs, 153lbs. (Mr. da Rozza) 2
Messrs. Dyer and Beith's Loch Ran-
noch, 150lbs. (Mr. Stanton) 3
Also ran:—Duke of Frisco, 153lbs. (Mr.
Reidy); Mowgli, 152lbs. (Capt. Hall);
Beldorney Star, 154lbs. (Mr. Goodfellow);
Solly, 148lbs. (Mr. Salkor).

Grey Streak and Two Pairs were out
in front, passing the stand the first time,
with Solly whipping in. At the half-mile
post, Loch Rannoch went alongside
Mowgli into fourth place, Beldorney Star
lying third. Going down the hill, Grey
Streak and Two Pairs were running side
by side. At this stage Loch Rannoch and
Beldorney Star moved up. Turning into
the straight Loch Rannoch came outside
his field and with a tremendous run down
the middle of the course looked all over
a winner but was passed by Grey Streak,
who came again, and Two Pairs. Grey
Streak won by a neck from Two Pairs,
with Loch Rannoch third.

Pari-mutuel. Cash Sweep.
Winner: \$102.80. Ticket No.
1, 10.50 325, \$1,357.50
2, 9.50 108, 257.50
3, 5.50 44, 192.50
Unplaced ponies (\$50 each): Nos. 268,
134, 328, 368.
Won by short head, a head.
Time: 14; 45.4; 1.19.1.5; 1.52; 2.25.

2.—ORMONDE HANDICAP.

For ponies that have won at least two
races since 1st January, 1925. 1st,
\$400; 2nd, \$150; 3rd, \$100.—One mile.
Sir Paul's Beauty Dahlia, 147lbs. (Mr. Davies) 1
Lady Severn's Jambu (late Saracen) 148lbs. (Mr. Pollock) 2
Mr. Relyon's Uncle Chick (late Golden
Chryseumum), 157lbs. (Lt.-Cdr. Thompson) 3

Beauty Dahlia took the lead with Uncle
Chick last. At the four furlong post,
Beauty Dahlia had a lead of eight clear
lengths from Jambu. Going up the hill,
Jambu closed up and passing the three
furlong post had drawn almost level.
Turning round the bend Beauty Dahlia
drew ahead and was a length to the good,
turning into the straight at the distance
post, Beauty Dahlia drew away and won
handsomely from Jambu.

Pari-mutuel. Cash Sweep.
Winner: \$14.20. Ticket No.
1, 21.10 265, \$1,961.30
2, 3.50 338, 531.50
3, 2.50 201, 253.50
Won by four lengths, many lengths.
Time: 32.1.5; 1.03.4.5; 1.37; 2.09.4.5.

3.—LETCOMBE STAKES.

For ponies that have started in Hong-
kong at least twice this season pre-
vious to this meeting and have not
since left the Colony. Weight for
inches as per scale. Winner of one
race 5 lbs. penalty, of two or more
races 7 lbs. penalty. Subscription
griffins of 1925 allowed 5 lbs. 1st,
\$400; 2nd, \$150; 3rd, \$100.—Six fur-
longs.

Messrs. Dyer and Beith's Rothesay,
162lbs. (Lt.-Cdr. Thompson) 1
Mr. Bartholomew's Nugget, 152lbs. (Mr. Pollock) 2
Lady Severn's Valiant, 159lbs. (Mr. Brodie) 3
Also ran:—Uncle Albert (late The
Wasp), 155lbs. (Mr. da Rozza); The
Critic, 147lbs. (Mr. Reidy); Quab, 148lbs.
(Mr. Stanton).

Rothesay got off in the lead with Critic
last. The field was well bunched at the
half-mile post where Uncle Albert took
the lead. Turning round the bend, Uncle
Albert and Rothesay were side by side
with Nugget closing up. Rothesay led
into the straight with Nugget on his
quarters and Uncle Albert third. From
the distance post a great race ensued,
Rothesay eventually beating Nugget
handsomely. Valiant was third.

Pari-mutuel. Cash Sweep.
Winner: \$12.50. Ticket No.
1, 7.10 107, 2,030.70
2, 7.10 107, 580.80
3, 10.10 213, 290.10
Unplaced ponies (\$50 each): Nos. 145,
66, 118.
Won by 11 lengths; many lengths.
Time: 32.3.5; 1.04; 1.32.2.5.

4.—HONGKONG ST. LEGER.

For China ponies. Griffins of 1925.
Weight 146 lbs. Winners of one race
5 lbs. extra; of two or more races
10 lbs. extra. 1st, \$500; 2nd, \$200;
3rd, \$100.—One and three quarter
miles.

Messrs. Dyer and Beith's Grey Morn,
156 lbs. (Lt.-Cdr. Thompson) 1
Mrs. R. M. Austin's Grey Knight, 156
lbs. (Mr. Pollock) 2
Mr. H. Birkett's Beldorney Star, 156
lbs. (Mr. Brodie) 3
Also ran:—Uncle Alf, 151 lbs. (Mr. da
Rozza).

Grey Knight went away in the lead
with Uncle Alf second and Grey Morn
last. Passing the stand for the first time
Grey Knight was still in the lead, Grey
Morn having displaced Uncle Alf in
second place. Rounding the turn by the
football stand, Grey Morn was in front
with Grey Knight second and Beldorney
Star and Uncle Alf a long way in the
rear. Passing the Rock the order was
unchanged with the leaders gaining on
the other two. Grey Morn came into the
straight four lengths in front of Grey
Knight and won easily. Beldorney Star
came up very fast towards the finish but
could not overtake Grey Knight.

Pari-mutuel. Cash Sweep.
Winner: \$6.66. Ticket No.
1, 5.30 183, \$4,541.60
2, 5.60 131, 1,297.60
3, 3.00 30, 648.50

Unplaced pony (\$100): No. 600.
Won by 6 lengths; 9 lengths.
Time: 41; 1.12.3.5; 1.55.4.5; 2.23.3.5;
2.52; 3.34.1.5; 4.02.2.5.

5.—PADDOCK PLATE.

For China ponies. Weight for inches as
per scale. 1st, \$400; 2nd, \$150; 3rd,
\$100.—Half mile.

Mr. Bagram's Gyp, 149lbs. (Mr. Brodie) 1
Messrs. Dyer and Beith's Blotting
Paper, 150lbs. (Lt.-Cdr. Thompson) 2
Mr. Bagram's King Emperor, 153lbs. (Mr. Goodfellow) 3

Also ran:—Arabian Parrot, 150lbs. (Mr.
da Rozza); Gypsy Love, 159lbs. (Mr.
Davies).

The field got off well together after
several false starts. King Emperor took
the lead. Blotting Paper came up
very fast on the outside but was carried
out by Gyp. A great struggle from the
distance post resulted in Gyp gaining the
verdict.

Pari-mutuel. Cash Sweep.
Winner: \$22.30. Ticket No.
1, 8.40 332, \$2,118.80
2, 7.10 318, 605.40
3, 4.10 418, 302.70

Unplaced ponies (\$50 each): Nos. 163,
66.
Won by 1 length; 2 lengths.
Time: 30.1.5; 1.00.

6.—MANTON PLATE.

For all China ponies that have run in
Hongkong and not at date of entry
won more than one race here since
1st January, 1925, other than a race
confined to Hongkong subscription
griffins. Winners of one race 5 lbs.
penalty, of two or more races 7 lbs.
penalty. Weight for inches as per
scale. 1st, \$400; 2nd, \$150; 3rd, \$100.
—One mile.

Messrs. Hall and Shenton's Saligia,
162lbs. (Mr. Pollock) 1
Mr. H. P. White's Saracen, 163lbs. (Mr. Davies) 2
Mr. Roda's Persian Parrot, 144lbs. (Mr. da Rozza) 3

Also ran:—Mowgli, 155lbs. (Lt.-Cdr.
Thompson); Valiant, 157lbs. (Mr. Brodie).
Passing the stand for the first time
Saligia, Persian Parrot and Saracen were
together with Mowgli whipping in.
Round the bend, Saligia and Saracen
were together in front with the Parrot
third. At the Rock, Saligia was first,
Persian Parrot second and Saracen third.
Saligia then came away to win easily from
Saracen.

Pari-mutuel. Cash Sweep.
Winner: \$7.10. Ticket No.
1, 5.50 710, 2,338.60
2, 6.20 490, 687.60
3, 5.88, 333.80

Unplaced ponies (\$50 each): Nos. 163,
66.

Time: 31.1.5; 1.04; 1.36.3.5; 2.08.3.5.

7.—MODERATE PLATE.

For all ponies that have started at this
meeting and not won. Weight for
inches as per scale. Ponies unplaced
at this meeting allowed 5 lbs. Jockey
allowance. 1st, \$400; 2nd, \$150; 3rd,
\$100.—Six furlongs.

Messrs. Dyer and Beith's Loch Ran-
noch, 152 lbs. (Lt.-Cdr. Thompson) 1
Lady Severn's Jambu, 158 lbs. (Mr. Pollock) 2
Mr. Bagram's Dictator Dahlia, 159
lbs. (Mr. Brodie) 3

Also ran:—Langsat, 147 lbs. (Mr.
Reidy); Uncle Gusengel (late Auchen-
rooch), 146 lbs. (Mr. da Rozza); Tad-
worth, 152 lbs. (Mr. Nemaze); Baby
Eyes, 147 lbs. (Mr. Stanton).

Tadworth and Uncle Gusengel took the
lead with Loch Rannoch third and Lang-
sat fourth. Passing the five furlong post,
Uncle Gusengel had a clear lead of the
field. At the foot of the hill, Langsat and
Loch Rannoch were up with the leader.
There was no change in the order at the
bend. The field swung into the straight
when Dictator came with a great run
down the middle of the course to chase
Loch Rannoch and Jambu. A great fight
ensued for second place, Dictator Dahlia
gaining the decision.

Pari-mutuel. Cash Sweep.
Winner: \$7.50. Ticket No.
1, 5.10 715, \$2,268.60
2, 5.10 225, 647.60
3, 5.10 476, 322.80

Unplaced ponies: Nos. 232, 258, 218,
323.

Won by 3 lengths; a neck.
Time: 32.1.5; 1.04.4.5; 1.37.

WU PEI FU'S PEACEFUL OCCUPATION.

WRITING POEMS AND READING THE CLASSICS.

PEKING, October 8th.
Regarding the movements of Marshal
Wu Pei Fu at Yochow as well as the
prevalence of war rumours, General Chao
Hien Ti, Tupan of Hunan, in a telegram
to the Chief Executive, says that the
ex-war lord of Loyang is living quietly
at Yochow without the slightest discus-
sion of politics.

According to General Chao, Marshal
Wu every morning writes Chinese poems
and studies the Book of Classics while
in the evening he usually visits the famous
ancient temples in the vicinity of Yochow
and Changsha for pleasure purposes.
General Chao adds that as Hunan is a
self-governing province, he will take no
side with Marshal Wu or any body else
in any domestic squabbles. *—Jintan News
Service.*

BRITISH TRADE WITH CHINA. BOARD OF TRADE RETURNS FOR AUGUST.

Imports by Great Britain for August,
valued at £21,732,804, were £7,012,232
below the total for July, and £10,435,383
below that for August last year. British
exports for the month totalled £21,037,009,
a reduction of £1,789,320 on July, and of
£5,250,295 when compared with August,
1924.

Comparing the two Augusts, the fall in
imports was due largely to the decrease
of grain and flour. Imports mainly manu-
factured fell by £1,800,688, silk being
responsible for nearly half of this. Half
of the falling off in exports was due to
coal, but articles mainly manufactured
showed a decrease of £3,651,890.

The figures for rubber are significant,
for there is an increase of £2,618,793 in
the imports and an increase of £1,121,225
in re-exports, a result which indicates a
rising demand for the commodity on the
Continent, there being a decrease in the
export of rubber tyres. The effect of the
higher releases under the Stevenson re-
striction scheme are shown in the larger
imports, and still higher figures are to be
expected in the next return.

Below we give extracts from the figures
of our trade with China during the month
of August, and for the eight months
January-August, with comparative figures
for the same periods last year.

Cotton Yarn (Lbs.).—Exports to China
during the month of August were 23,100
lbs., valued at £5,614, against 87,400 lbs.,
valued at £20,486 for the same month last
year, and for the eight months, January-
August, the figures were 451,800 lbs.,
valued at £90,880, against 804,000 lbs.,
valued at £163,101 for the same period in
the previous year.

Cotton Piece Goods.—All Kinds (Sq.
Yds.).—China, 8,578,900 (£399,041),
against 217,800,300 (£9,243,084).

Cotton Fluffs, etc. (Sq. Yds.).—China,
51,800 (£2,702), against 271,700 (£15,291),
and 710,700 (£41,624), against 1,200,300
 (£56,987).

Woolen Tissues (Sq. Yds.).—China,
386,500 (£73,322), against 819,000
 (£147,695), and 2,915,000 (£425,977),
against 4,822,400 (£508,110).

Iron Scrap (Tons).—China, 1,626
 (£4,573), against 977 (£3,437), and 1,612
 (£4,584), against 10,282 (£10,518).

Iron Bars, Rods, Angles, etc. (Tons).—
China, 371 (£7,688), against 2,783
 (£58,894), and 4,900 (£71,622), against
10,587 (£147,066).

Galvanised Sheets—Flat and Cor-
rugated (Tons).—China, 504 (£10,138),
against 465 (£11,576), and 5,889 (£125,460),
against 9,631 (£244,825).

Tinned Plates and Sheets (Tons).—
China, 367 (£7,750), against 1,389
 (£29,812), and 15,624 (£373,992), against
21,619 (£530,494).

Tabacco and Snuff (Lbs.).—China,
13,250 (£8,008), against 171,731 (£81,832),
and 829,247 (£288,327), against 939,727
 (£321,258).

Scrap (Cwts.).—China, 305 (£206),
against 4,425 (£10,925), and 4,555
 (£12,865), against 24,050 (£50,501).

Textile Machinery (Tons).—China, 72
 (£13,240), against 313 (£25,890), and 725
 (£112,379), against 1,818 (£197,944).

Lead (Tons).—China, 10 (£412), against
25 (£290), and 172 (£7,418), against 183
 (£6,919).

THE SINGAPORE NAVAL BASE.

MR. LLOYD GEORGE'S SHORT MEMORY.

The memory of the politician is seldom
very long, and Mr. Lloyd George has
just revealed that his is particularly
short. In an exuberant outburst of
criticism of the Government, at Stock-
port, on September 12th, he declared:

"They are building naval yards in
Singapore and closing them in this
country. They are providing employ-
ment for the Malays and Chinamen
and taking it away from Welshmen
and Scotsmen. (Laughter.) Chinese
labour for ever! They are back at
their old tricks again!"

Unfortunately for the ex-Premier, says
the *China Express* and *Telegraph* the
statement caught the eye of Mr. Chur-
chill, the Chancellor of the Exche-
quer, and the following polite reply ap-
peared a couple of days later:

When Mr. Lloyd George attacked the
policy of the Naval Base at Singa-
pore he showed himself conveniently
afflicted with a short memory. He was
himself the Prime Minister under
whom this project was conceived and
decided on, and he was

NEWS FROM CANTON.
BOLSHEVISM AS UNDERSTOOD IN
SOUTH CHINA.

[BY OUR CHINESE CORRESPONDENT.]

There have been many and varied complaints in Canton over the lawlessness of the strikers and the strike pickets who appear to imagine that they are not subject to any authority. The official of the Kuomintang in charge of labour affairs, therefore, has now officially advised the police that anyone violating the law should be arrested and dealt with regardless of his occupation or the Union to which he is affiliated.

Bolshevism, as understood in South China, appears to be the right to take private property by persons claiming to be public officials. On October 4th, the people of Shichow, a Northern Kwangtung city, were forced to contribute \$15,000, before the recent demand of \$40,000 had all been paid in. The people of Shichow and vicinity are already contributing regularly more than \$300,000 monthly in addition to the usual taxation levied.

AMERICAN GETS A DIVORCE.

An American was recently given a decree of divorce from his wife, a Chinese, by the Canton District Court, the plaintiff citing a ship master as co-respondent. The defendant did not appear as she was absent from the city during the trial. District Judge Hsu Ting Hsiung heard the case and granted the decree. Among the witnesses testifying for the plaintiff were an American man and a Russian woman.

DISPUTE IN KONGMOON.

Kongmoon reports state that the dispute between the employers and the employees of the restaurants there over wage and other questions have not yet been settled, although the public eating places are open as usual. In a recent quarrel between a restaurant manager and one of the employees, the former was killed and the latter succeeded in making good his escape. The restaurants have to open as usual, because the employees have threatened that, unless this is done, they will take control of the premises and conduct the business on their own accounts.

Since October 8th, there has been no regular sailing of junks and tow-boats between Canton and Kongmoon.

GENERAL HSIUNG KEH WU.

As was stated in the *Daily Press* yesterday, the report that Hsiung Keh Wu, the head of the Szechuan mercenaries, had been shot, lacked official confirmation. It is now stated that the rumour regarding Hsiung's death was started by General Chiang himself in order to test the attitude of Generals Tan Yen Kai and Chu Pei Teh who, it may be recalled, were responsible for the recommendation that Hsiung Keh Wu should join the Canton forces. It is now said that Hsiung is still alive but is being kept in the Military Academy of Whampoa under heavy guard.

Tsai To, Chief of Staff of General Hsiung, who was arrested at the same time as his chief has now been released and is reported to have been appointed by Chiang Kai Shek as Divisional Commander of the Seventh Revolutionary Army with instructions to enlist the troops until recently under the command of Hsiung Keh Wu.

THE MILITARY SITUATION.

Reports from anti-Red sources confirm the rumour that Yang Kwan Yu, garrison commissioner of Waichow City, has now definitely left the Kuomintang. Yang was formerly a subordinate under General Chan Kwing Ming and only joined the Reds in April last.

Anti-Red circles claim the control of Hoiyun and Lungmoon in the East River section of Kwangtung.

Red troops led by Chen Ming Shue are still occupying Tsengshin.

Chu Pei Teh, commanding the Yun-nanese corps of the Red Army, is now back with his own troops in Shikwan.

ADMIRALTY APPOINTMENTS.

The following appointments have been made by the Admiralty:—
September 10:—Lieut. A. R. Higgins, to *Despatch* (undated). Comdr. Engr. A. T. B. Bird, to *Durban* (September 14th).

September 14th:—Payr. Lieut. Comdr. N. B. F. Redhead, to *Hawkins*, addl. for duty with Captain in Charge, Singapore (October 24th).

September 15th:—Engr. Comdr. O. J. G. Mackenzie, M.V.O., to *Durban* (October 2nd).

ATTEMPT TO MURDER CHIANG
KAI SHEK.

WOULD BE ASSASSIN SHOT.

CHIANG SLIGHTLY WOUNDED IN
THE FACE.

An attempt was made to kill General Chiang Kai Shek, the military dictator of Canton, at Shiklung on the 8th inst., but the General escaped with a scratched face. His would be assassin was shot.

When General Chiang arrived at Shiklung he was met by his Divisional Commander, Ho Ying Yum, and his troops. After half an hour's rest in the Station Master's room Chiang inspected the troops and made a short speech in which he asked them not to listen to the unfounded rumours set in motion by Chan Kwing Ming's party.

Later in the evening, accompanied by his subordinate officers, Chiang left the station in a sedan chair escorted by about 300 bodyguards from the Headquarters of the Army First Division at Tung Luk Yuen, Shiklung. Before they had gone many steps a man, who appeared to be a soldier, dashed forward from a nearby embankment and fired several shots at the chair. One bullet scarred Chiang's face.

This man was immediately shot down by Chiang's bodyguards and died shortly afterwards. It is reported that a military badge was found in his possession and he has been identified as a native of Yum Chow District, and a soldier of the Third Division of the Cantonese Army. Apart from the slight face wound Chiang received no injury and he left the next day to inspect the defence line in the East River district.

OBITUARY.

MR. G. B. DODWELL.

The death of Mr. G. B. Dodwell, the founder and until recently managing-director of Messrs. Dodwell & Co., Ltd., is reported from London. He died on October 9th at the age of 74 years.

Some months ago Mr. Dodwell underwent a very serious operation, but was reported to be progressing very favourably, and the end, it is believed came suddenly.

Mr. Dodwell will be remembered by only a few of the older residents in the Colony. He first came out to join Adamson Bell & Co. and when that firm was dissolved he started in business in partnership with Mr. Carrill, trading for some years as Dodwell & Carrill. Subsequently the name was changed to Dodwell & Co. and since then the business has developed enormously and now has branches throughout China, in Colombo, Tokyo, Yokohama, Kobe, Vancouver, Victoria (B.C.), Seattle, San Francisco, New York, Savannah, and Antwerp.

Mr. Dodwell left the East rather more than twenty years ago, but had since conducted the affairs of the Company from London. He held the position of managing-director of the Company until a few months ago when he resigned. The position was taken by Mr. S. Dodwell, his nephew, who was manager in Hongkong until a few years since. Mr. S. Dodwell was succeeded in Hongkong by Mr. G. M. Dodwell, Mr. G. B. Dodwell's son. There is another son, Mr. Gordon Dodwell, who is still with the firm here.

MR. G. W. MOORE.

The death is announced, at the age of 73, of Mr. George William Moore, who passed away on September 11th at Bryndhurst, Mulgrave-road, Sutton. The late Mr. Moore joined the Hongkong and Shanghai Banking Corporation on October 2nd, 1871. He filled several executive positions in the bank, and for many years was chief cashier in the London office, and was in that post when he retired on December 31st, 1913. Mr. Moore, says the *China Express and Telegraph*, was of a friendly nature, and was very popular among his colleagues, both at home and abroad. In private life he was a keen naturalist and geologist, and for some years, we believe, was one of the principal officials of the Croydon Natural History Society.

REAR-ADMIRAL EDGAR LEES.

The death is announced of Rear-Admiral Edgar Lees, C.B.E. (retired) at the age of 60. He served as senior midshipman of the corvette *Sapphire* in China in 1885, and subsequently became known as one of the pioneers of submarine navigation.

OPIUM SEIZURE.

LARGE HAUL ON "TIKINI."

A large seizure of opium was made by an officer of the Criminal Intelligence Department on the J.C.I.L. s.s. *Tikini* during the week-end. The amount is being checked at the Revenue Office, whether the opium was taken, and at present it is not possible to make an estimate, but the seizure is believed to be one of the most valuable made within recent times.

No arrests have been made and it is very likely that the drug will be confiscated after a formal application has been made at the Magistracy. The vessel came from Dalay and Amoy.

THE "HONG HWA" PIRACY.
WIRELESS OPERATOR'S STORY.

An interesting and detailed account of the daring exploit of Chinese pirates who, last January, captured the steamer *Hong Hwa*, Chinese owned and flying the British flag, has just been contributed to "Lloyd's List" by Mr. A. E. Hopwood, who was, at the time, wireless operator on board.

He describes how, when the vessel was bound for Hongkong from Singapore, he was breakfasting in his cabin when he suddenly heard whistles blowing and many people running along the deck. "Quite suddenly," he says, "and before I had time to get out of my chair, 12 Chinamen burst into my cabin and jammed revolvers into various parts of my anatomy, one firing his off by my right ear—the bullet fortunately went through the table. The noise dazed me for a second, but I was able to gather that their intentions were not exactly friendly, and as one cannot be much of a hero with no gun to hand, I promptly, and I think most wisely, put up my hands. I realised there was no chance of sending out an S.O.S., and I have since discovered that it was most fortunate I was unable to do so, as they undoubtedly intended in such circumstances to fire or scuttle the ship after making good their escape. They had, in fact, put kerosene ready in the hold." Describing the pirates, he says: "It seemed that the gang were 40 strong, well organised, having a leader No. 1 pirate, a second in command No. 2 pirate, and a business manager who seemed to be responsible for all financial arrangements and had found them quarters and paid their rent and other expenses for five weeks in Singapore prior to their embarking as passengers on this boat."

He goes on to relate how the pirates brought the ship into Bias Bay, nearly running on the rocks in the process, and how they landed, taking the mate with them as a hostage, until they were clear of the ship, which was unable to call for help as the pirates had wrecked the wireless gear.

JUNK SURVIVORS.

SEQUEL TO THURSDAY'S SQUALL.

The master of the fishing junk No. 1380 has reported to the Police that while he was fishing on Saturday morning outside Mirs Bay he rescued three men who were clinging to the remains of a water logged junk. The men stated they were the survivors of a crew of ten on a trading junk which was on her way from Sanmei to Hongkong with a cargo of salt. The junk was capsized in bad weather last Thursday. The other members of the crew, including the master, were lost. The junk was one of ninety piculs capacity and was loaded with 140 piculs of salt.

The bodies of three children have been picked up in the Tai Hong Channel, just outside Lyemau, according to a report made to the Police. The children were among those who lost their lives as the result of a collision between the s.s. *Kambungan* and a large trading junk.

ILLICIT OPIUM TRAFFIC.

ACTION BY INSURANCE
COMPANIES.

Representations have, it is understood, been made that considerable quantities of opium and other drugs are shipped from various ports to the Far East and the United States, and that these are sometimes concealed by the firms engaged in the traffic with other goods, and are not declared. Opium, says the writer of *City Notes in The Times*, is known to be shipped from ports in the Persian Gulf, ostensibly for such ports in the Far East as Dalay, Vladivostok, and Kobe, but actually to be discharged before the ship reaches the destination declared. Some of the shipments are believed to be made from Persia, and it is suggested that finance can be arranged in China, provided insurance is obtained in the London market. In these circumstances it is natural for underwriters to desire to prevent the illicit traffic in dangerous drugs, such as opium, heroin, and cocaine. In the case of all legitimate imports a licence, or authorisation, should have been obtained from the Government of the country to which the drugs are to be consigned, and under a new clause any insurance will be subject to such certification and to the warranty that the drugs are actually imported into the country in which the authorisation was granted and are not diverted to other ports. A refusal to entertain various proposals for insurance was found effective during the war in preventing traffic in goods which was inimical to the Allied nations, and the present action of underwriters should be similarly useful in preventing the traffic in illicit drugs.

THE LATE SIR JOHN JORDAN.
A PERSONAL MEMOIR BY THE
RT. HON. T. P. O'CONNOR, M.P.

In the course of a personal memoir in the *Daily Telegraph*, the Rt. Hon. T. P. O'Connor, M.P., says:—

Little did I know what a great new chapter in history was being opened when, one day nearly sixty years ago, I saw a notice on the walls of the library of my old college—Queen's—in Galway, announcing that the position of student interpreter in China was open to me and to all the other students. A few years later that notice was being read, and what is more important, was being acted upon, by two students of my old university, though in a different college—Queen's, in Belfast—men who were to be among the most momentous figures in the history of that mighty country of 400,000,000 population, the most industrious, and perhaps most interesting people in the world. These two young men were afterwards to be known to all as Sir Robert Hart and Sir John Jordan. Both were thorough Ulstermen, not merely by birth, but in all that is best in Ulster character. The one went from us years ago, somewhat shrunken in body, just a little, huddled-up figure, whose physical frame and gentle, low, rather tired voice seemed in such violent contrast with the tremendous deeds which he had accomplished.

There was something of the same feeling of paradox when I saw Sir John Jordan, for the last time. It was at a Chinese dinner, at which an important address was given by a distinguished Chinese statesman then travelling through Europe. Sir John Jordan had throughout his life the love of obscurity; it was partly a delicious modesty, doubtless his realisation through decades of life in the East that man do the best work who do it silently and in deliberate obscurity. But again in his case, as in that of Sir Robert Hart, there was a distinct contrast between physical appearance and the great deeds of a great man. When I made the acquaintance of Sir John Jordan on his appointment for the first time to the momentous job of representing our country, the memory of him I brought away was of a man of some height—I might say even tall—with a supple frame that concealed a nerve of steel. The figure I saw for a few moments at this dinner seemed to be small, and like the figure of Sir Robert rather shrunken. The head was bald and the shoulders somewhat stooped; in short, he had, in spite of a ruddy complexion, acquired something, even physically, of those remote Oriental lands where he had passed his life. The expression, like the complexion, remained sturdily British, but there was a faint suggestion of Orientalism that might have made him pass for a retired Chinese official, exhausted by the work of a country where hard and often killing work is the lot of all its servants, whether the tiller in the field or the politician in the Court and the Cabinet. He might almost have passed for a Mandarin.

After reviewing Sir John's career, Mr. O'Connor concludes:—
He left Peking amid demonstrations of affection that almost menaced his life; like Voltaire, he was almost smothered with roses. And then he settled down in London in a quiet house in a quiet neighbourhood—one of that great and numerous band of mighty Pro-Conuls who have defended our Empire amid gigantic difficulties in strange foreign climes, amid the tumult of war and revolutions. But he did not settle down to a remote remoteness from his old occupations. He was a regular attendant at all gatherings which might be called Anglo-Chinese; forced to his feet to make a speech, then shyly, slowly, almost diffidently, in carefully-chosen, but very simple, sometimes it sounded halting, language, he uttered some word of cautious wisdom, drawn from the unfathomable well of his long experience and his profound thought. It was at a committee meeting of the China Association that death came to him, suddenly, unexpectedly, perhaps mercifully. He could not have chosen a more dramatic, and perhaps more welcome, scene and moment for the close of his great career.

MAILS VIA SIBERIA.

NOW DESPATCHED DAILY FROM
LONDON.

In future mails from Home via Siberia will arrive in Hongkong much more frequently than in the past. Information is to hand that from the 21st of last month the General Post Office, London, were to close the mail daily for despatch by the above route. This will mean that letters and papers from Home may be expected by any vessel entering this port from Shanghai.

Yesterday the s.s. *President Adams* arrived from the North with mail from U.S.A., Japan and Shanghai and landed 238 bags. Of this number 33 bags were letters and papers from Home via Siberia.

The s.s. *St. Albans* landed 75 bags of mail from Australia and Manila, and the *Empress of Asia* also brought letters from the latter port. The s.s. *Hong Ping* with papers from Home and Europe (London, September 10th) is now due to day.

ASK A SCOTSMAN—!

He knows that the best knitted goods come from Hawick in Scotland—where "PESCO" is made!

"PESCO"

Pure Wool Manufactures.

Men's Cardigans, Fancy Vests,

Fair Isle Pullovers, White

Sweaters, White Tennis

Jackets all made in exclusive

designs.

Prices from ...£15.00

PESCO Pure Wool
Sweater.White Ribbed
Half Hose
for
Tennis Wear.

"PESCO" Underwear.

Pure Wool Underwear is

two piece Suits or Combina-

tions—soft and comfortable

to wear! also Silk and Wool

Combinations and Undervests.

LANE, CRAWFORD, LTD.

MEN'S OUTFITTERS.

WE OFFER YOU
AND
GUARANTEE
THIS EXCEPTIONAL VALUE.

FANCY HOSE

SILK and WOOL.

Prices:—\$1.50, \$2.00, \$2.50 A Pair.

THE WING ON CO., LTD.

THE NEW "COLUMBIA"
PORTABLE

ENGLISH

MODEL

FITTED WITH THE NEW NO. 7 SOUNDBOX.

\$65.00

AT

ANDERSON'S.

WM. POWELL, LTD.

PHONE 4578.



SEAMLESS CARPETS

9' x 12', 10'6" x 12'6", 12' x 15', 12'6" x 16'6", 15' x 21' From \$31.00
RUGS FOR CORRIDOR & HALL, WASHABLE RUGS,
NURSERY RUGS, AXMINSTER, WILTON, BRUSSELS.

From \$3.00 Per Yard.

MEASUREMENTS AND ESTIMATES FREE.

NEW ADVERTISEMENTS

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION
OF
THE VALUABLE LEASEHOLD
PROPERTY

SITUATE at Victoria in the Colony of Hongkong and known as Subsection 2 of Section 2 of Island Lot No. 891, with the Building thereon known as No. 42, BOND STREET, HAM ROAD.

By Messrs. LAMBERT BROTHERS, Auctioneers, No. 5, Duddell Street, Victoria, Hongkong.

ON MONDAY, THE 19TH DAY OF OCT., 1925, AT 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to—

Messrs. WOO & NASH, Mortgagees' Solicitors, Bank of China Building.

OR TO— Messrs. LAMBERT BROTHERS, Auctioneers, No. 5, Duddell Street, Hongkong, 3th October, 1925. [2745]

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

THE Motor Ship "JAYA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th of October, 1925, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ash, on the 19th of October, 1925, at 10 a.m.

All Claims against the Vessel must be presented to the Underwriter before the 3rd of October, 1925, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hongkong, 12th October, 1925. [2747]

NORDEUTSCHER LLOYD, BREMEN.

THE Steamer "TRIER" having arrived from BREMEN, HAMBURG and Porto, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

All Goods remaining undelivered after the 17th of Oct., 1925, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m., on 18th Oct., 1925.

No Claims will be admitted after the Goods have left the Godown, and all Claims must be presented within Two Weeks of the Steamer's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MELCHERS & CO., Agents, NORDEUTSCHER LLOYD, BREMEN, Hongkong, 10th October, 1925. [2742]

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "SILVIO PELLICO" FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSOWAH, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 10th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 10th October, 1925. [2745]

"STRIKE SALE"
HATS and FROCKS

AT

25% DISCOUNT

OFF USUAL PRICES.

At the Sign of the Lantern.

12, FEDDER STREET.

Telephone Central 4864. (First Floor)

INTIMATIONS

NOTICE.

THE DAIRY FARM, ICE AND COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 3, Lower Albert Road, Hongkong, on SATURDAY, 24th OCTOBER, 1925, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 24th OCTOBER, 1925, both days inclusive.

By Order, M. MANUK, Secretary.

Hongkong, 8th October, 1925. [2736]

HONGKONG & TERRITORIAL
ESTATES, LIMITED.

NOTICE OF CALL.

ISSUE OF 100,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH. (\$5 PAID UP)

NOTICE IS HEREBY GIVEN that the Final Call of \$5 per share on each of the above 100,000 shares has been made by the Company and that such Call will be payable to the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, on or before the 15th OCTOBER, 1925.

SHEWAN, TOMES & CO., General Managers. [2739]

HONGKONG SMALL INVESTORS'
SHARE AND REAL ESTATES CO.

HOUSES, FLATS, BUILDINGS, LOTS, ESTATES, Negotiated for RENT, AUCTION, or PRIVATE SALE. Management arranged for Clients proceeding abroad. Telephone C. 4630. SMALL INVESTORS, 10, DES VORRES ROAD. [2734]

FOR THE ORPHANS' AND
THE BLIND.

A CHEAP SALE OF WORK

WILL BE OPENED AT THE

FRENCH CONVENT,

CAUSEWAY BAY,

At 10 A.M. on WEDNESDAY,

14th OCTOBER,

By MRS. H. W. BIRD.

LARGE QUANTITIES OF LINEN

EMBROIDERY WORK AND WOOLLEN

ARTICLES, SUITABLE FOR CHRIST-

MAS PRESENTS FOR FRIENDS AT

HOME

CHEAP WOOLLEN AND LINEN

ARTICLES FOR BABIES.

A SPECIAL FEATURE WILL BE A

NUMBER OF FRENCH DOLLS

IN FANCY DRESS.

RAFFLES, SWEET STALLS,

REFRESHMENTS. [2702]

ST. ANDREW'S HALL
(CITY HALL).

WEDNESDAY, 14th Oct., 1925

AT

5.15 P.M.

GRAND POPULAR

CLASSICAL RECITAL,

PIANO-VIOLIN.

JONGEN-BILEWSKI

\$3 AND \$2.

TICKETS AT

ANDERSON MUSIC STORE. [2744]

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "ROBANDRA"

FROM TRIESTE, VENICE, BRINDISI,

MASSOWAH, PORT SAID, ADEN,

COLOMBO, PENANG AND

SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before the 7th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 7th October, 1925. [2733]

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that the Date of the LAST EXTRA RACE MEETING of the Season advertised for the 25th day of DECEMBER, 1925, will be held on 25th NOVEMBER Next instead.

By Order, H. GREENWOOD, Acting Secretary. [2726]

TO LET.

ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRENCH BUILDING" at "VICTORIA BUILDING," No. 5, QUEEN'S ROAD CENTRAL (between CHATEAU ROAD and MERRILL BUILDING).

Apply to— BANQUE DE L'INDOCHINE, Chater Road. [2907]

TO LET.

COMMODIOUS PREMISES on GROUND FLOOR, 184, DES VORRES ROAD CENTRAL. Would make Admirable Showroom. For full particulars, apply to—

THE MANAGER, HONGKONG AND CHINA GAS CO. [2514]

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).

Apply— SECRETARY, A. S. WATSON & Co., Ltd. [2032]

TO LET.

OFFICES in UNION BUILDING— THREE ROOMS on First Floor.

Apply— UNION INSURANCE SOCIETY OF CANTON, LTD. [2173]

J. T. COTTON,

BUILDER.

No. 7, PRAYA EAST, HONGKONG.

Supplies Building Material. Undertakes to Erect, Build, Work, Supply, Carpentry, Stonemasonry, Bricklayers and Concrete Labourers.

ORDE SOLICITED.

Telephone No. 4923 CENTRAL. [2705]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT MEDITERRANEAN PORTS, & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"SOUDAN"

Captain G. G. RANDALL, carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, the 14th OCTOBER, 1925, at Noon, taking Passengers and Cargo for the above Ports.

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Hongkong, 8th October, 1925. [2723]

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DEATHS.

AUBIN.—On September 7th, at Belfontaine, La Roque, Jersey, CATHERINE FRANCESCA AUBIN, eldest daughter of the late YORICK J. MURPHY, founder of the Hongkong Daily Press.

DODWELL.—At Home, suddenly, on October 9th, 1925, GEORGE BENJAMIN DODWELL, Chairman of Dodwell & Co., Ltd., in his 74th year. [2748]

MOORE.—On September 10th, at Bryndhurst, Mulgrave-road, Sutton, Surrey, GEORGE WILLIAM MOORE, late of the Hongkong and Shanghai Banking Corporation, aged 73 years.

Hongkong Office: 12, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, October 13th, 1925.

"THE DISEASE OF NATION-
ALISM."

CHINA'S National Day has been celebrated in various parts of the world and many speeches have been made by those interested in China's future. In London Mr. H. G. WELLS, who spent years in collecting material for his "Outline of History," and who has always made a hobby of forecasting future mechanical, social and political developments, gave the Chinese students some advice. (So many people have given Chinese students good advice that the events of the last few months must have brought disappointment to not a few whose lectures and speeches seem to have produced such unfortunate results.) Mr. WELLS told the Chinese students in London that they should take all they could from our civilisation. As far as our own observation goes the Chinese students who are educated abroad come back to their own country with very superficial ideas of Anglo-Saxon civilisation. There are, of course, exceptions, but those who have had experience of the "returned student" class in China are not satisfied that they have been a blessing to their own country or have helped forward the peace and goodwill which we wish to see existing between Chinese and Europeans.

Sir FREDERICK LUGARD has often emphasised the dangers which beset Chinese students who go abroad at the most impressionable age. That was his great plea on behalf of the University of Hongkong when he put forward his proposals to provide, in this Colony, a centre of learning where Chinese students could acquire some knowledge of Western civilisation while still remaining in contact with their own people. Sir JONAS JORDAN and other true friends of the Chinese people have given expression to the same views on this subject. It is not too much to say that a great deal of the present discord in China has been caused by the returned student class. These young men come back again to China and find that they have but little hope of earning a livelihood except as the stormy petrels of politics. In Shanghai and North China, as well as in Canton, the returned students are invariably discontented. We believe, very sincerely, that the most useful advice that foreigners can give to Chinese parents is the following: "If you wish your son or daughter to see Western countries and to learn something of Anglo-Saxon civilisation, do not allow them to travel until they can speak the English language fluently and have been for some years under the influence of foreign teachers in China. Better still, let them wait until they are at least twenty-five years of age before they travel." There have been many complete failures due to sending immature youths abroad. The influence of the family upon a young man is so great in China that if the influence is suddenly and entirely removed the results are likely to be disastrous. The returned students only too often come back to China with that which has been called an "inferiority complex." He sees such a contrast between life in his own country and life in America or Great Britain that he experiences a great reaction against all the traditions of his own people. Yet the Chinese nation is the only one that, since the dawn of history, has retained its nationality and has never been ousted from the land where it first appeared. The returned student does not realise the full significance of that one fact. He does not understand that these results, so enduring and so vast, must be due to one great cause. It is that the social and political life of the Chinese people during the past forty centuries has been founded on great and eternal truths. We fear that the superficial knowledge of modern political methods which the Chinese student absorbs abroad is having a most unfortunate effect in China. It is disintegrating the solid structure of society. Therefore we do most emphatically plead that foreigners should always advise Chinese parents to keep their children under the parental influence until they are grown men and women.

There are other words in the speech of Mr. H. G. WELLS to which a reference must be made. He warned the Chinese students in London against catching "the disease of nationalism, under which Europe is staggering." We much prefer the noble words of Nurse CAVELL, uttered just before her death, "Patriotism is not enough." That is perhaps what Mr. WELLS had in mind. Many of the countrymen of Mr. WELLS who have lived for thirty or forty years in China have said that the ills from which China suffers to-day are due to a lack of patriotism on the part of the Chinese people. Marshals FENG, CHANG, TANG and other War Lords have always placed their own personal ambitions before the good of their country. Nationalism is a good thing and only a vice when carried to excess. We who live in the Far East can see no traces of nationalism in China becoming a disease. We want to see a united Chinese nation, and, at present, unfortunately there is no real unity of the nation in politics.

The anniversary of the establishment of the Republic of China has been called "China's National Day," yet we believe that a great many Chinese will observe the birthday of Confucius as a holiday. We think that it is more in keeping with the outlook of the vast mass of the

Chinese people that the natal day of their greatest Sage should be observed as a National day. It is typical of the gap that separates the returned student class from the Chinese nation that the former should have such faith in the word "Republic" while the latter reverently remembers the birthday of Confucius. It is the social and political science expounded by Confucius that has caused the Chinese nation to survive whilst other peoples have disappeared. The Chinese nation may learn from Western civilisation how to build roads, railways and how to prevent famine, floods and the spread of disease. For social and political science let them turn to the eternal truths to be found in their own classics.

The late Mr. Francis Bernard Pittman (49), of the Shanghai Waterworks Co., Ltd., left estate in Great Britain valued at £5,300.

A dog belonging to Mr. A. D. Purves, of 17, The Peak, has been taken to Kennedy Town for observation after having bitten a European child.

The foundations were laid on Sunday of another traffic policeman's shelter. This is being constructed outside the Star Ferry Wharf on the Hongkong side.

The master of the s.s. *Kojan Maru*, which arrived from Dairen and Chefoo yesterday, reported to the harbour office that one death had occurred during the voyage.

A dance under the auspices of H.M.S. *Carlisle* is to be held this evening at the Royal Naval Canteen Theatre. The Jazz Band of H.M.S. *Carlisle* will be providing the music.

Mr. R. Billel, well-known in Straits racing circles, is returning to the Far East in November. After an extensive tour of the country, he is now in London.

Mrs. See, the wife of the Chinese Minister in Washington, arrived in London on September 18th from New York with her two sons who are to be educated in England.

Miss Li, daughter of the Chinese ex-President, with Miss Chow, has arrived in London from the Continent. They will later proceed to the United States to finish their studies.

Archdeacon Barnett, formerly Archdeacon of Hongkong, has accepted the living of Beer Market (Dorset), offered him by the patron, Mr. Arthur Scott Williams, of Hill House, Westminster.

A report has been made to the police by Mr. W. Schofield, District Officer South, that a shroff named Yung Yee Kee has absconded with a sum of \$400 belonging to the Government. A warrant has been issued for his arrest.

Mr. E. Stone, general passenger agent for the Far East for the C.P.R., returned from his trip to Manila by the R.M.S. *Empress of Asia* yesterday. Arriving by the same vessel was Mr. H. Schriver, who returned from a business trip to Manila.

Major-General Sir J. S. Fowler, former G.O.C. at Hongkong, is included in the list of lecturers at the Royal United Service Institute during the coming winter. His subject will be "The Chinese Armies of the Present Day."

A native bank, at No. 14, Bonham Strand West, is reported to have been victimised to the extent of \$8,000 by an employee, who is alleged to have absconded with this sum on Thursday. A warrant has been issued for the arrest of the man.

The following forthcoming marriages are announced:—Mr. Austen Spary, overseer of the P.W.D., to Miss Ida Mary Webb, of No. 1, King's Park Building; Senior Revenue Officer George Watt, 8, Beaconsfield Arcade, to Miss Margaret Milne Price, who arrives from England by the s.s. *Kalgan*; Mr. Eugene Edmond Clark, of the Chinese Maritime Customs, to Miss Mary Schieder, of the Astor House Hotel.

A fire occurred at No. 129, Bonham Strand, 3rd floor, yesterday afternoon, through a lighted match being thrown away, and setting fire to some benzine. A photo engraving business is carried on at the above address. The whole floor was in a blaze within a few minutes and was soon entirely gutted, the damage being estimated at \$4,000. Fortunately, no one was injured. The Fire Brigade was quickly on the scene and soon had the conflagration under control. Damage was caused to the second floor by water.

LOCAL WEDDING.

HARRIS—CAMINO.

The wedding took place at the Rosary Church, Kowloon, on Saturday, when the Rev. Father Spady officiated, of Mr. J. W. Harris and Mrs. Camino, daughter of Mrs. Karmio. The bride, who was charmingly attired in white silk trimmed with pearl lace, carried a bouquet of white lilies. She was given in marriage by Mr. R. Murphy. She was attended by Mrs. G. Murphy as matron of honour, dressed in blue velvet trimmed with white fur. Mrs. Murphy carried a bouquet of white lilies. Mr. G. Murphy was "best man."

After the ceremony, a reception was held at 20-22, Jordan Road, which many friends attended.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

BOARD OF TRADE.

FIGURES FOR SEPTEMBER SHOW
DECREASE IN EXPORTS.

LONDON, October 12th.

The Board of Trade returns for September are: Imports £97,925,000 and exports £90,734,000. The figures show an increase of £8,191,000 in imports and a decrease of £303,000 in exports, compared to August.

EARLIER CABLES.

SHIPPING STRIKE.

CAPE TOWN DEADLOCK LOOKED
UPON AS ENDED.

CAPE TOWN, October 11th.

The shipping strike is considered to have terminated following on the settlement of the terms agreed at the Durban ballot.

The *Ballarat*, which was the first ship to strike at Cape Town, sailed for Australia with nine hundred emigrants aboard.

LATEST CABLES.

STRIKE CALLED OFF.

DURBAN, October 12th.

The shipping strike has officially been called off.

EARLIER CABLES.

FRENCH GENERAL STRIKE.

TAXI-DRIVERS ARE THE ONLY
SUPPORTERS.

PARIS, October 11th.

The *Humanité*, the Communist organ, has published an order for a general strike throughout France on October 11th as a protest against the wars in Morocco and Syria, and the new taxes.

It is generally considered that the strike will fail like the transport strike. The Parisian taxi-drivers alone have decided to participate.

The Government have taken all measures to suppress attempts to prevent freedom of work.

LATER.

The failure of the general strike appears certain. Public services are assured. Only workmen employed on building and taxi-drivers appear to be affected.

FRENCH MINISTERS MEET.

M. CAILLAUX THANKED.

PARIS, October 11th.

M. Doumergue has signed the decree appointing M. Steeg Resident-General in Morocco, and Messieurs Demogé and Delbois Ministers of Justice and Public Instruction respectively.

After a two-hour report by M. Caillaux on the Washington negotiations, the Council Ministers failed to decide on the question of approval or disapproval of the provisional draft agreement on the French debt to America. A communiqué states that the Government have unanimously thanked M. Caillaux for the devotion with which he has accomplished his mission, and adds: "The examination of the questions raised by the inter-Ally debts as a whole will be continued at subsequent meetings of the Council of Ministers."

M. Painlevé, in reply to a question said that the Washington proposals would be thoroughly examined. Meanwhile the *pourparlers* would continue.

INDIAN COTTON PROBLEM.

AN OFFICIAL STATEMENT.

SIMLA, October 11th.

In connection with the controversy regarding a remedy for the depression in the cotton-mill industry, the Government of India have informed the Mill-owners' Association of Bombay that they do not desire to press the enquiry by the Tariff Board, since the industry does not ask for the Government's protection.

They point out that the Board's report would have been of great value not only to the Government but to the public, also to the industry itself, and would have helped in the sifting of hitherto unsubstantiated charges regarding Japanese dumping.

CAMPAIGN IN MOROCCO.

FRANCO-SPANISH GAINS.

FEZ, October 11th.

The French operations in the Sidi Bouarrak region resulted in the occupation, with the collaboration of the Spaniards, of the vast areas of Metalsa and Guegnala.

[THROUGH REUTER'S AGENCY.]

LOCARNO CONFERENCE.

FRENCH PRESS VIEWS.

PARIS, October 11th.

The papers are generally confident regarding the issue of the Locarno Conference and lay stress on the significance of the Italian accession to the future pact for security.

The *Petit Parisien* holds this accession as proof that Signor Mussolini considers the success of the Conference as nearly certain.

The *Figaro* writes that the Conference tends more and more to be successful and will have proved France's pacific will.

The *Matin* says that yesterday's progress was good.

The *Journal* remarks that the negotiations will convince the Germans that they could not expect any disagreement between the French, the British and the Belgians.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

MOTOR CAR SMASH.

SIX TORONTO RESIDENTS ARE
KILLED IN ACCIDENT.

TORONTO, October 12th.

Six Toronto residents were killed by the international limited express striking a motor-car containing two families. All the occupants, except a child aged four years, who was taken to hospital suffering from concussion of the brain, were killed.

BOATING FATALITY.

NEW YORK, October 12th.

A cable from Augallie, Florida, states that 14 tourists from Kansas were drowned by the capsizing of a pleasure boat in a rough sea.

EARLIER CABLES.

NEW ORLEANS BRIDES.

NEED NOT SAY "OBEY" IN
FUTURE.

NEW ORLEANS, October 11th.

The Protestant Episcopal House of Deputies decided by 97 votes to 26 in favour of striking out the word "Obey" from the Episcopal marriage service.

STORM IN U.S.

DAMAGES PLANE COMPETING IN
SCHNEIDER CUP.

NEW YORK, October 11th.

A storm last night was responsible for seriously damaging the Supermarine Napier competing for the Schneider Cup, through the collapse of a part of the hangar near Baltimore, and necessitating extensive repairs, on which the entire staff worked all night long.

BASEBALL IN U.S.

NEW YORK, October 11th.

At baseball, to-day, Washington beat Pittsburgh by 4-0.

DIVORCE PETITION.

COSTS AGAINST A TIENTSIN
HUSBAND.

In the American Court for China on September 25th, Mrs. Marie Rumpf, of Tientsin, was granted a decree of divorce, with costs, against her husband, Frederick Rumpf.

Petitioner said she was married in Petrograd in 1916, and came to live in Tientsin in 1919. Her husband left her two years ago, and since had not contributed to her support or to that of her two children. Rumpf left her to go to Harbin on business, and from a letter he had written, it appeared that he was living with another woman. Petitioner was now living with her sister, who had married her husband's brother.

A decree was granted, with costs.

The Bishop of Tokyo (Dr. J. S. Motoda), who is on an official visit to England, preached his first sermon in that country in Peterborough Cathedral on September 13th. Dr. Motoda has been attending the World Alliance and the "Life and Work" Conference at Stockholm. He speaks English without any trace of accent. Recently he told a friend that although the temperance movement in Japan is progressing, he believes that the law forbidding young people under twenty to smoke will be extended long before the prohibition of alcohol to those under that age comes about.

Miss Agnes Ramsay Clarke, of Park-street, Gravesend, who, born in Penang in 1854, was found starving in her house and died at Gravesend Infirmary last June, left estate valued at £6,374. This she divided equally between the Earl of Dalhousie and his brother, the Hon. Patrick William Maule Ramsay, whom she claimed were her nephews. At her death, however, no relatives could be found. The police were able to establish that her mother was a German named Leishman, and her father a Captain Alexander Clarke, a British Army officer. She used to say that her mother had been governess to the ex-Kaiser.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI ENQUIRY.

COUNCIL'S VERSION GIVEN AT
FIRST DAY'S HEARING.

SHANGHAI, October 12th.

The judicial enquiry was resumed to-day, when Counsel for the Shanghai Municipal Council described the Council's status and the peculiarities of Shanghai's government. He pointed out the city's isolation in case of trouble, having as boundaries a river, which was difficult to navigate and the Chinese city, which was an Alsatia for the Settlement's criminals. Owing to the wars, Shanghai received all sorts of undesirable refugees, making the task of the police extremely difficult.

Counsel drew attention to the peculiar mentality and civic helplessness of the Chinese and the ease with which they were raised to a pitch of great excitement over small incidents, quickly getting out of hand and requiring the greatest firmness on the part of the authorities. All this should be borne in mind when attempting to arrive at a verdict on the May 30th affair.

Counsel gave the Council's version of the happenings of May 30th, and of the incidents following them.

A BOLT FROM THE BLUE.

Mr. Harry Westridge, a China Inland Missionary, was the first witness for the Council. He described the violence of the mob and the difficulties of the Police. At the afternoon session, Mr. S. Fessenden, Chairman of the Council, testified that the Police knew before May 30th that there was trouble in the Japanese mill district and 200 extra police were kept in the vicinity. Witness was satisfied that this was ample provision.

The Chinese Authorities, then if not actively encouraging the trouble were passively permitting the situation to become dangerous.

The incident of May 30th came like a bolt from the blue to the Council.

Witness, replying to Mr. Macleod, representing the Police Commissioner, said he still failed to understand the intense anti-foreignism of the Chinese immediately following May 30th.

He agreed that the Chinese aspirations for representation on the Municipal Council, rendition of the Mixed Court, abolition of extrajurisdiction etc. were largely encouraged by the Washington Conference; and he believed these thoughts were back of the Chinese mind throughout the trouble.

Mr. K. J. McEuen, Police Commissioner, in testifying, described the events leading up to May 30th. He said that repeated representations had been made by him to the Chinese authorities to put down the unrest in their territory, but they had received little attention, rendering the general situation prior to May 30th most difficult.

NEW AIR LINE SCHEME.

PROJECT FOR ROUTE FROM TOKYO
TO BUENOS AIRES.

LONDON, October 12th.

A project for a 12,000,000 mile air-line from Tokyo to Buenos Aires is sketched by the air correspondent of the *Daily Mail*.

He says that the Japanese aviators, Messrs. Abe and Kawachi, who are at present in Paris, discussed with the French air transport experts a scheme for a series of airways, extending from Tokyo across Europe, thence to Buenos Aires via North Africa and the South Atlantic.

The French disclosed to the Japanese plans for a service of flying-boats from Dakar to Brazil.

A French mission is already in South America arranging a coastal airline from Pernambuco to Rio de Janeiro and Buenos Aires.

SOVIET AND CHINA.

M. SOLOVIEV PROTESTS AGAINST
SEIZURE OF SHIP.

PEKING, October 12th.

M. Soloviev, the Soviet Charge d'Affaires, has presented a Note to the Waichow, protesting against the unwarranted detention of the Soviet steamer *Arctik*, seized by the local authorities at Swatow on September 24th. The Note requests that immediate instructions be given for the release of the ship and crew and that strict measures be taken for the punishment of those guilty of "this deplorable incident and for the prevention of similar acts being repeated in future."

The Note reserves the right to claim compensation.

NONCHALANT LADY.

SAYS SHE WAS ASKED TO PAY
\$1,000 BILL TWICE.

A lady who made her money "decorating the homes of war profiteers," was the defendant in an action in the American Court for China on September 25th. She was Mrs. Robert Williams, of the Pioneer Inn, Kaigau, and she was sued by John Wannamaker, of New York, for U.S. \$1,138.24, money alleged to be due for the payments of goods received in 1920.

Mrs. Williams told Judge Parry that she paid the money two days before leaving America, but she had not kept the receipt. "I am very nonchalant," she said, "but I can say that I always pay my debts. I have travelled over half the world, but have never left a debt behind me."

The money claimed by the Wannamaker Store was paid in cash, she said. She invariably made all her payments in cash, though she had an account in a New York Bank.

Mr. R. T. Evans (for plaintiff): Was it a current account?—Mrs. Williams: I'm sure I don't know. I just used to send round and get the cash.

Mrs. Williams added that she was under the impression that she paid the cashier at Wannamaker's about \$1,500. She went through the bill with him, and there were several things which were subsequently delivered to her. The cashier was told she was leaving America, and she actually received a hat and dress just five minutes before the express man called for her luggage.

As for the receipt, well, perhaps I burned it," said Mrs. Williams. "I had a regular bonfire of bills before I left."

Answering Judge Parry, Mrs. Williams said that under the name of Mrs. Tenbergen she conducted an interior decorating business in New York.

"Decorating houses?" asked the judge. Mrs. Williams: Yes. There were many war profiteers about at the time, people who had plenty of money, but who did not know how to fix their houses. I did it for them, and that is how I made my money.

Mr. Evans: What would be your gross earnings for that?—Mrs. Williams: Well from \$3,000 a month upward. One month it was \$12,000.

Defendant said she left New York to visit her parents who resided at Sumatra. On the boat she met a Mr. Williams, who she married him at Shanghai. When she got to Sumatra, she had a letter from Wannamaker's requesting her to forward \$1,138 which she was alleged to owe them.

But for me, the business was finished," she said. "I had paid once, and if the firm did not get the money that was their business."

Judge Parry: But didn't you look for the receipt?—No. It was not my business. But when my husband read the letter he told me that I should have looked for it, and written them about it.

Judge Parry: Did you look for it then?—I expect so. My husband told me to, and I guess I did.

T. E. Simmang, for the defence, pointed out that the statute of limitations had also been pleaded.

His Honour gave the plaintiff five months in which to get further evidence from New York. "I must say I am much impressed with the frank way in which Mrs. Williams has given her evidence," he added.

STOWAWAY'S STORY.

IRISHMAN IN SINGAPORE COURT.

An Irishman named J. J. O'Leary was charged in the Marine Court, on Sept. 30th, with stowing away on the American ship *West Prospect* from Hongkong. Mr. Roland Braddell represented the accused, and Mr. H. B. Layton appeared for the owners of the vessel.

O'Leary told a remarkable story in the witness-box. He stated that he had been working for eight years in Shanghai, Peking, and Tientsin as a clerk of works for the Rockefeller Foundation. He also worked for the Asia Development Company in the division of the Yellow River, and for the Municipal Council in Shanghai. He spoke several Chinese dialects. The trouble in China had caused several hundred men of the same profession as his own to be out of work, as the coolies would not work with white men. He left Shanghai for Hongkong where the same conditions prevailed.

On September 10th he got a day's employment tallying cargo on the *West Prospect* and he stowed away on the ship, and reported himself to the boatswain a day after she sailed. He wanted to get work in Singapore if possible, and if not to go to British Columbia.

Mr. Braddell, addressing the court on behalf of the accused, pointed out that the accused was not the ordinary kind of stowaway. Mr. Braddell urged that a man should not be sent back to Hongkong as he spoke several Chinese dialects and might be a useful man in Singapore, where there were many new buildings under construction.

Mr. Alexander, A.S.P., offered no objection to the accused remaining in the Colony for the time being, and Capt. Calthrop-Calthrop adjourned the case.

When the case came up again next morning, Mr. Denis Santry was present in the court, and informed the Master Attendant that he would try and get the accused a job, failing that, he would see that accused was sent to wherever he wished to go.

Capt. Calthrop-Calthrop told the accused that he had caused a lot of trouble to those responsible for the vessel, and the least he could do was to impose a fine of \$25 or 14 days' imprisonment in default.

The fine was paid.

CHINESE VICKERS NOTES.

QUESTION FOR THE TARIFF
CONFERENCE.

A recent issue of the *Daily Telegraph* contains the following:—

It is good news for holders of Chinese "Vickers" Notes, and, indeed, of all unsecured or insecurely secured Chinese issues, that the British representatives at the forthcoming Tariff Conference at Teking will go primed with knowledge on the subject of these loans. According to copies of letters furnished by a reader, information in that sense was conveyed by the Foreign Office, under date September 3rd, to a holder of Vickers Notes, whose inquiry was whether the British delegates "will press for provision being made for the service on these obligations—thus giving effect to the Chinese Government's desire, expressed in 1922 and subsequently, to make such issue chargeable on the Customs increases when the latter were inaugurated." This view of the Chinese Government was stated in June, 1922, when the coupon for April that year was paid, and after the international consortium had objected to the use of surplus salt revenues for the purpose. It was then announced that negotiations were proceeding to obtain for the Notes specific security on the increased Maritime Customs revenue when such an increase took place.

In replying to the holder who addressed it last month, the Foreign Office mentioned that the composition of the British delegation to the Conference will shortly be published. Coming to the main point, the Foreign Office says that "although the outcome of the Conference, his Majesty's Government have long realised that the consolidation of China's unsecured and inadequately secured domestic and foreign loans is one of the many important questions likely to be discussed thereat; and a special study of the British interests in this question has accordingly been made in preparation for the Conference." The question is not new to the Foreign Office, which, when the Vickers Notes were issued, was officially cognisant that the agreement had been signed and sealed by the Chinese Prime Minister and that the Notes were a direct and unconditional obligation of the Chinese Government. It is of course, in the interests of Chinese credit as well as those of the Note-holders that the present anomalous situation of this loan, and others in a similar predicament, should be regularised as soon as possible. A moderate addition to the Maritime Customs duties would not only cover these external obligations, but the internal debt, which has inadequate security and leave a substantial margin of surplus revenue for the purposes of the Chinese Government.

SKIPPER IN COOLIE.

CERTIFICATE ON COOLIE SHIP
OVERLOOKED.

Capt. Christiansen, master of the Danish ship *Nann Jensen*, pleaded guilty in the District Court, Singapore, on October 3rd, to failing to produce a certificate in respect of a number of Chinese immigrants on his ship.

The Hon. Mr. C. Everett, for the defendant, admitted that ignorance was no legal excuse but pointed out that the Labour Ordinance was brought into force at the instigation of the Indian Government for the protection of immigrants and labourers. The object of the section under which the defendant was charged was to prevent people carrying deck-passengers in an unworthy, improperly manned, or otherwise unsuitable ships. As a safeguard a certificate from a consular office was required, and in this case that certificate had not been produced, but there was evidence that this was a new ship, properly found and on this occasion was carrying only one-third of her possible number of deck-passengers. Neither the captain nor the owners made any profit out of the passengers; any profit made went to the charterers. Mr. Everett also pointed out that Capt. Christiansen had been trading 25 years on the China Coast, and this was his first appearance in court.

The Acting Solicitor-General (Mr. R. Williamson) said the evidence regarding the good condition of the ship was not disputed, but he urged this section of the Ordinance dealt especially with Chinese immigrants, and it was important that the Government should be able to check the number of immigrants coming into the Colony.

Mr. Franklith Robinson said this Ordinance was mainly intended to protect labour, and although the offence of the captain was an offence against the letter of the Ordinance, His Honour did not think it was an offence against the spirit. Had a certificate been applied for and the condition of affairs at Swatow been a normal one, there was no doubt that it would have been granted. His Honour convicted the defendant on his plea but only ordered him to pay the costs.

CHILDREN IN PAWN.

Michael Silzkowski, of Jersey City, was strongly censured by Acting Judge Edward Markley in the Criminal Court when he appeared as defendant on a charge of holding two young children as security for back payment for rent. He did not say the *Central News*, daily the charge.

Frank Kanopa, or Hoboken, a former boarder in Silzkowski's home, alleged that when he lost his job the rent accumulated until he owed \$20. Silzkowski then evicted him and locked his children, Peter (11) and Eva (5), in the flat, asserting that he would not release them until he was paid. The mother of the children is dead.

LOCAL SPORT.

ARMY BOXING.

LAST NIGHT'S CONTESTS AT
MURRAY BARRACKS.

[BY GADGOLD.]

LOCAL SPORT.

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HAMLET IN PLUS FOURS.

DISCUSSING A NEW DRAMATIC IDEA.

For many decades during the Victorian era, whenever a new "Hamlet" was put on the boards the dramatic critics recalled the fact that Fechter had once played the moody Dane in a yellow wig. Whatever else they forgot, they remembered that to them—preposterous wig. The audience of it! Yellow, indeed! when everybody knew the Lawrence portrait of John Kemble and the funeral plumes of his subtle and the tradition of the two Kemms and Garrick. It was barely excusable, even in a foreigner, they said, though, after all, the Danes are a fair-haired race. But to-day it is not of yellow wigs that the theatrical world is talking, but of a Hamlet in "plus fours" and a rather sloppy dinner jacket, and shingled heads and the stockinged legs of the period. At the Kingsway Theatre we may see "Hamlet" in modern dress, and it is clear from the notices that as soon as the performance was well started many of the critics found themselves somewhat in the plight of the wits in Goldsmith's poem, who went to church to see and remained to pray. So good, so living, was the show, that they were carried away in spite of themselves. Shakespeare got hold of them and overcame them. The old emotions welled up inevitably and moved them to a rare enthusiasm. This is the best tribute, perhaps, that Shakespeare has had paid to his genius for a long time. The old magic works, and the secret is not in the clothes and in the accessories, or in the stage settings and the furnishing, but in the words. "The play's the thing." We are even asked to believe that the modern dress heightened the reality of the play, "which gained," according to one critic, "in point, speed, and clarity, far more than it lost in romantic or poetic beauty."

We can imagine with what ferocity some of the older school would fall upon such a judgment. What are "point, speed, and clarity," they would say, in comparison with "romantic or poetic beauty"? If the play loses in the latter respect, then in their view the experiment stands condemned, without more said. Is not the amazing subtlety of "Hamlet" part of its charm? Why speak of clarity in connection with the ever debatable and incomprehensible in the larger sense of the term—character of the Prince? Does not much of the power of "Hamlet" lie in the mystery which envelops it, and were not our predecessors right when they sought to heighten the mystery and deepen the gloom—though this can be carried to excess, and the musing of a disordered brain can easily degenerate into a slow drowning. Is tradition to count for naught? These are difficult questions. That costume makes a profound difference is obvious. "Hamlet" is another play in the new dress. The poetry dwindles out of the lines from the very way they are spoken. If they become more dramatic and the play more real, is that a gain? Does it bring us back nearer to the effects which Shakespeare got in his own day, for this must be said on behalf of the modernists that, when "Hamlet" was first played, it was certainly played by the actors in the costume of their own time. They dressed as the people in the audience were dressed. No attempt was made to reproduce realistically the fashions and furnishings of the Castle of Elsinore. But, then, we doubt whether Shakespeare gave two thoughts to the particular century in which the play was cast. In his big way, he cared little for anachronisms, and would have smilingly pleaded his poor ignorance to disarm the foolish frown on the face of pedantic erudition. Nor do we object to anachronisms so long as they do not strike us in the face, or seem to be brought in pour épater les bourgeois. That castle at Elsinore—it must not be Windsor Castle, still less Buckingham Palace. We want, in fact, for Elsinore some "Castle of Otranto," some castle of dreams, a reminiscence of some gifted illustrator's imagination, some castle that might have been, if there was no Elsinore in historic fact.

Yet the Hamlets which are best remembered by living playgoers were played by actors who set great store by strict historical accuracy. When Sir Henry Irving and Sir Beerhohn Tree made up as Hamlet, they took the greatest pains with every item of their dress—the gold setting of the nature, the shape of the dagger, the cut of the sleeve, the plunk, they treated the Prince as a real Prince, belonging to the "Arianach of Gotha," not as some imaginary Prince who might be of to-day or yesterday. And if it was objected that Hamlet was of no cognizable century, their answer would have been that if not Shakespeare, then at any rate the long line of great actors who had played the Prince had fixed and registered him, as it were, in a certain setting, not unworthy of the genius of his creator. The modern answer is to cut this all out and to refer—without some point—that the Hamlet tradition is a very broken tradition, and that the actors in question dealt ruthlessly and even wantonly with Shakespeare's text, and played it so slowly that they could not play it in its entirety at all. If the new "Hamlet" is really a new "Hamlet," and supremely good at that, surely there is reason for gratitude, for it is very certain that the doubt-and-hose Hamlet, with the raven feather and the furry cloak, will never be disowned for long, and that a sloppy dinner suit will not satisfy the aching of the eye for costume. Besides, we have unforgettable memories of Millais' sweet picture of Ophelia in the pool which obstinately refuses to be ousted by the "demi" evening frocks of the new production that would scarce hold up a fairy. If the modernist way of playing "Hamlet" robs it of any of its poetry, the compensations must need be great if they are to be held adequate. (Continued at foot of next column.)

THE MOTORING WORLD.

NOTES AND COMMENTS ON CURRENT TOPICS.

The Bean Twelve range of cars has always been popular with owner-drivers both at home and overseas.

The Bean Twelve 3-seater and 4-seater models, at their new prices, have proved more than ever the attraction of these cars. The Twelve is a fully-equipped car, with 4 wheel brakes, starter, five lamps, leather upholstered seating, and, in the 4-seater model, four doors, giving easy access to all seats. The design is such that for service in any country in the world the Bean Twelve is suitable in every respect. Sturdily built—a car far above the light car class in both capacity and performance—the Bean Twelve range offers the owner-driver all that he requires at a moderate price. The Bean Fourteen, range—a standard model of which recently twice crossed Australia under most difficult conditions—offers the same high standard of workmanship and quality as the Twelve. Four-wheel brakes are included in the cars of this range, and equipment is complete to the last degree. The additional power of the Fourteen—the extra "two horse"—is a considerable advantage in very rough country.

Dunlop balloon tyres are standard on all Bean cars, and in the Fourteen the purchaser is offered normal-pressure tyres as an alternative if he so requires. It is small wonder that these cars are being used in increasing numbers in every part of the world. New agencies are being arranged in many overseas countries, and the Bean owner, therefore, will experience no difficulty in obtaining spares and replacements should they ultimately become necessary.

The Bean 20-25 cwt. commercial vehicles have received a wonderful reception overseas. During the last six months 22 per cent. of the entire output of the commercial vehicle department has been exported. When it is realised that at home the Bean vehicle is being used by many leading concerns in place of the more heavy types of commercial vehicle, it will be understood that these figures are remarkable. The Bean commercial vehicle is particularly suited to overseas conditions, since it has the power and sturdiness of many of the heavy vehicles with running costs that will compare favourably with those of the light tonner. It is, of course, infinitely more dependable under difficult road conditions than the lighter vehicles, and, with capacity of fully 25 cwt., will prove a valuable asset to the overseas concern handling heavy or bulky goods. The manufacturers, Messrs. A. Harper, Sons, and Bean, Ltd., of Dudley, Worcestershire, England, have a new and enlarged edition of their commercial vehicle catalogue just off the press, and will, of course, be pleased to send a copy to any user of transport writing to them. In this catalogue is given information concerning all types of commercial vehicles and also the Bean 14-16-seater chair-a-banc and Bean ambulance.

SOME DIM, SOME DON'T.

From the motor cyclist's standpoint there can be only one view of the question of dimming or not dimming, and that is: "Dim always."

There are many reasons to support that view. In the first place, it is best, perhaps, to look at the difficulties that beset the motor cyclist. His machine has two wheels, and therefore the necessity for a perfect equilibrium is obvious. A pothole that flings him high out of the saddle, a stone that twists his front wheel, a rut that kicks his back wheel up with the lash of a Rodeo pony, and most dangerous of all, sand, that produces the slithering side-slip—all are possible causes of a crash. Wherefore it is highly essential that he should be allowed to retain all his natural faculties to avoid the pitfalls and to maintain his equilibrium.

Dazzled and blinded by the beams from the headlights of an onrushing motor car he is deprived of the greatest of his disaster-avoiding assets—his sight, and the loss of that seems to bring on a numbness of all his other senses. He is courting disaster if he carries on. The argument has been advanced that in the sudden change from a brilliant whiteness to a sickly yellow glare that distorts rather than illuminates the road is disastrous in its effect upon the driver, but the converse of that argument must apply equally to the oncoming motor cyclist. His path is not illuminated—it is completely washed out by the flood of white light. He might crash into a hundred potholes or stones, or pedestrians, and not know of their existence until he had hit them.

Dimming for a motor cyclist is certainly a courtesy that many car drivers do extend, but it is the few who do not that present the danger. A single "non-dimmer" among the city's motorists is the potential death to every motor cyclist he hears down upon.

However, the car driver is not the only offender; there are many motor cyclists whose machines are fitted with a headlight of a brilliance equal to that of any or anything. They should remember that while it might be quite safe for them to keep their lights undimmed when passing a car, they should certainly reach out for the dim switch when they approach a fellow-cyclist.

Perhaps it is that the extreme modernists cannot do with the poetry, while avid for the drama of Shakespeare. We will not speak pontifically on so large a theme. But we hold as an article of faith that Shakespeare's object was to give both poetry and drama together, and that the fashions, which he saw Hamlet, and Ophelia wearing were superbly independent of time and fashion and place.

WEAVING THE MAGIC FILM.

SOME HOLLYWOOD MYSTERIES REVEALED.

To enter one of the big motion picture studios, bustling with the myriad human and mechanical agencies engaged in weaving the magic film that has made Hollywood the "movie" Mecca and melting-pot of the world, is like gazing through the wrong end of a telescope and seeing in little the Golden West, much as one surveys that great pagan of Empire in little at Wembley. For here (writes Kathleen Usher in the *Daily News*) is the concentrated essence and atmosphere of California—a State that has passed through successive periods of discovery, all of which screen players have to use in the making of pictures.

In one corner of the "lot" is an old mission building with crumbling plaster walls, little bells ringing under its sheltered arches, reminiscent of the Spanish padres, who, following in the footsteps of their beloved leader, Fray Junipero Serra, passed this way in the late eighteenth century. Near by is a covered wagon, such as carried the first American settlers across the plains and past the Rocky Mountains. Over there is a rude log hut, speaking eloquently of the gold rush, the "forty miners," and of the reckless Vigilantes who, in that community of outlaws, established, at the point of the pistol if necessary, a respect for law.

In a dark, lofty chamber—a dimmed stage—tangled cables twist like snakes underfoot, bearing electricity to the enormous Cooper Hewitt lights, whose powerful bluish-green rays have almost entirely taken the place of the sun's rays for "shooting" indoor scenes; even though these studios were originally built with no provision for lighting except the sun.

THE GLASS CATHEDRAL.

On an adjoining stage, "shooting" is in progress. Just outside the circle of dazzling lights, a dozen or more people are grouped, some sitting on camp stools, others standing; and in the midst of them, flanked by masses of lights, high-powered Kleigs and Cooper-Hewitts, are two cameras (one for taking "still" pictures). Besides the director, seated on a canvas chair, is the director, clad in the invariable soft shirt and "plus fours."

In the brilliant glare the faces of all who are not "made up" with greasepaint and powder look a ghastly greenish-yellow. All colour values are distorted, and on the "set"—the interior of a cathedral—the robes of the priest are yellow instead of white, for the long exposures which are necessary to bring out the detail in the darker corners render white too glaring.

Suspended in front of the camera is a painting of glass, depicting the missing part of the pseudo-cathedral—the shadowy tops of the pillars, lost in a wealth of architectural details, cornice and frescoed ceiling. The wooden frame is placed at such an angle from the camera as to bring the pillars painted on the glass into focus with the decapitated pillars on the "set," and while the camera is grinding out footage of the action of the players on their three-dimensional stage, the two-dimensional ceiling of the painting is also being registered on the inch-wide strip of celluloid ribbon known as motion picture film.

GALES AND CHANTIES.

In "shooting" one of the exterior scenes of the forthcoming mammoth production of "Ben Hur" all that has recently been constructed for the Joppa Gate, and "long shot" taken of a great concourse of people approaching it. . . . They reach the gate. . . . It closes on them! That is all. But at the same time, within the "camera angle," was another scene, painted on glass, of the Holy City beyond the gate, and when the picture flickers across the silver sheet the whole of Jerusalem will be unravelled before our eyes.

In filming the galley scenes, specially designed cameras are used to allow for the rolling of the vessel or a portion of the set is put on rockers and the apparatus is placed firmly on the floor just beyond the range of the raging tempest's blast, which is created by the useful wind machine, and accompanied by appropriate sea chanties for the inspiration of the actors.

When Charles Ray made his "Courtship of Miles Standish," a solid concrete well covering an acre in extent, was constructed on the lot and flooded to a depth of eight feet. On this mimic ocean the Mayflower—set on a ball joint hung with great precision—creaked and groaned upon her course with the corkscrew motion of a ship tossed by storms at sea.

Big pictures will always be made in Hollywood, not only because of the ideal climate of California—where rain never falls from February to November—but because of the excellently equipped industrial organisation, which brings the world's greenroom to the producer's door. Sets may be rented from the warehouses there, representing every civilisation known to man, from Tutankhamen to the steel age of to-day.

SEA SERPENT ON CANVEY.

Consternation was caused at Canvey Island recently by the totally unexpected arrival on the beach of a snake believed to be a deadly snake from the Indian swamps. It swam up to the beach on the tide and came out of the water near Pavilion at Leigh Beck. A number of bathers were in the sea at the time, and hundreds of people on the beach. They scampered in all directions. A boy, however, tried to seize the creature, which was nearly 4 ft. in length, but before any harm befell him the snake was struck from his hand by a man who, having spent many years in India, realised the danger. He promptly chopped off the head of the snake with a sand spade. It is supposed that the creature escaped, or was thrown overboard, from an Indian liner bound for London.

EAST OF THE ODER.

POLES AND GERMANS AND THEIR QUARRELS.

[BY H. WILSON HARRIS.]

The Foreign Minister of Poland, Count Skiatynski, recently landed from America, to find relations between his country and Germany even more embittered than when he left Europe. That is saying a good deal, for the tension prevailing on both sides of the German-Polish frontier has long been one of the most disturbing problems in Europe, and in the course of the present summer the outbreak of a tariff war between the two countries introduced yet one more disturbing element into the situation.

That particular trouble arose over coal. Germany was pledged down to the end of June of this year to admit 500,000 tons of coal a month from the Polish part of Upper Silesia free of duty, and Poland badly needed the market thus provided. In the past, Germany, for her part, has needed the coal. Consequently, as the stipulated date approached, the Poles observed that no doubt the Germans would be glad to continue the arrangement. The Germans replied—on the face of it, reasonably enough—that since they had already some 10,000,000 tons of stocks lying about at various pit-heads, they must seize the opportunity that now for the first time offered to keep out Polish coal altogether.

That brought an immediate rejoinder from Poland. She was, she pointed out—on the face of it reasonably enough—already buying much more from foreigners than she was selling to them, and it was out of the question to allow that fatal discrepancy to be further increased. If, therefore, Germany insisted on keeping out Polish coal, Poland, in the interests of her trade balance, must keep out German imports, consisting principally of machinery and "manufactured goods." So, accordingly, it has happened, and a tariff war is now in full swing between the two countries.

THE "OPTANTS" CONTROVERSY.

On the top of the coal controversy has come the controversy about the "optant," a word which conveys nothing very precise to the average English ear. The optants are a section of the Germans still living in Poland and of the Poles still living in Germany. Under the Treaty of Versailles the bulk of these people simply stay where they are and become politically citizens of the State in which they live. That is natural and reasonable enough, particularly since, as regards Germans in Poland (who are much more numerous than Poles in Germany), there is a Minority Treaty to give them some sort of protection. Both Poles in Germany and Germans in Poland, however, had the right to choose, or "opt," within a certain period to remain Poles or Germans, as the case might be, but in that event they had, within a further given period, to move out into Poland or Germany respectively, and though Germany has been trying to persuade Poland to forego her rights in the treaty to safeguard their rights in any property they might possess in the country they were leaving.

There were some doubts about the interpretation of the treaty, but these were set at rest by decisions given as long ago as August of last year by an arbitrator appointed by the League of Nations—decisions which the German and Polish Governments fully accepted. Under this ruling, the "Optants" in the two countries were divided into three categories (according to the property they possessed), and dates were fixed by which the persons in each category were to remove themselves to the country whose sovereignty they had chosen. If they were not gone by that date, the State within whose territory they were still living could expel them.

A BASELESS COMPLAINT.

The date for the transference of the first batch of Poles from Germany and Germans from Poland was the first of this month. That date, as has been said, was decided on nearly a year ago, and though Germany has been trying to persuade Poland to forego her rights it is hard to see what just complaint she can make against her if the Poles choose, as they have chosen, to exercise them. After all, it would be a serious matter for a new State like Poland to retain within her borders a mass of Germans (this first batch numbers some 35,000) who have openly declared by opting for German citizenship, that they insist on remaining Germans, and decline to become Poles. They are perfectly entitled to do this, but Poland on her part is equally entitled, morally as well as technically, to say: "Then, in that case, you must go back to Germany."

Germany, on her side, of course, is equally entitled to say the same to Poles in Germany who have opted for Polish nationality. The sudden German outcry of "brutality" in the circumstances seems singularly baseless, and it can only be assumed that it represents, in part at any rate, an attempt to divert attention from the failure of the German Government to make any proper arrangements for the reception of the thousands of returning Germans who it was known would be crossing the frontier at the end of July, reputable papers like the *Vossische Zeitung* having waxed eloquent in the denunciation of what they call the scandals of the German reception station at Schneidemühl. (Continued on next column.)

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IN COURSE OF COMPILATION

THE DIRECTORY AND CHRONICLE 1926.

FOR CHINA, JAPAN, KOREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, Etc.

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG

SHIPPING NEWS

ARRIVALS.

October 11th.

Alaska Maru, Japanese str., 4,533 tons, Capt. N. Ohno, from Yokohama and Keelung, with a general cargo, lying at Kowloon wharf.—O.S.K.

Batareia, British str., 334 tons, Capt. A. N. Slaton, from Kwang Chow Wan, with 100 tons of general cargo, cattle and pigs, lying at buoy No. 43.—W. A. On S.S. Co.

St. Albans, British str., 2,538 tons, Capt. G. L. Smith, from Melbourne via ports, with a general cargo, lying at Kowloon wharf.—Mackinnon, MacKenzie & Co.

Tenyo Maru, Japanese str., 3,277 tons, Capt. A. Totaka, from San Francisco and Shanghai, with a general cargo, lying at buoy No. 34.—T.K.K.

October 12th.

Empress of Asia, British str., 8,789 tons, Capt. L. D. Douglas, from Manila, with a general cargo, lying at Kowloon wharf.—C.P.S., Ltd.

Hera, Norwegian str., 1,373 tons, Capt. E. Neelsen, from Batavia Bazar, with 1,000 tons of coal, lying at buoy No. 43.—Thorsen & Co.

Kojun Maru, Japanese str., 1,308 tons, Capt. N. Ishiguro, from Dairen and Chefoo, with a general cargo and coal, lying at buoy No. 42.—M.B.K.

Lidion Maru, Japanese str., 4,307 tons, Capt. T. Goto, from Manila, with 1,100 tons of general cargo and coconut, lying at buoy No. 424.—N.Y.K.

President Adams, American str., 6,154 tons, Capt. W. A. Ross, from San Francisco and Shanghai, with a general cargo, lying at Kowloon wharf.—Dollar S.S. Line.

CLEARANCES.

October 12th.

Alaska Maru, for Saigon.

Batareia, for Hongkong.

Empress of Asia, for Saigon.

Hera, for Hongkong.

Kojun Maru, for Shanghai.

Lidion Maru, for Chefoo.

President Adams, for Manila.

St. Albans, for Shanghai.

Tenyo Maru, for Singapore.

Wa Sun, for Shanghai.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Montana* left Singapore for this port on October 11th at 9 a.m., with the outward English mails, and is due here on October 15th at about 4 p.m.

SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 70, of which 35 were British.

For the twenty-four hours ended at 9 a.m. yesterday there were eight arrivals of which two were British; one Norwegian, one American and four Japanese. The departures for the same period numbered six, including the *Hui Cheong* for Swatow.

The arrivals were the s.s. *St. Albans* (Br.) from Melbourne and Manila with 500 tons of general cargo and mail; the s.s. *Batareia* (Br.) from Kwang Chow Wan with general cargo and mail; the s.s. *President Jackson* (American) from Manila with a varied general cargo and mail; the s.s. *Hera* (Norwegian); the s.s. *Kojun Maru* (Japanese) from Dairen and Chefoo with 1,100 tons of coal and 2,000 tons of general cargo; the s.s. *Tenyo Maru* (Japanese) from San Francisco and Shanghai with a general cargo of fresh fruits, vegetables and merchandise and the s.s. *Alaska Maru* (Japanese) from Yokohama and Keelung with 1,000 tons of general cargo. Later in the morning the s.s. *President Adams* arrived from Shanghai.

VESSELS EXPECTED.

Benaron (Ben Line), due October 18th.

PASSENGERS.

ARRIVALS.

Per s.s. *St. Albans*, on October 11th: Miss E. Stevens, Dr. and Mrs. Fisher, Mr. and Mrs. Valley, Mr. H. C. Sanborn, Miss C. MacGregor, Miss C. Coleston, Mr. R. J. Glendening, Miss E. Budge, Mr. Chas. Kellner, Mr. H. Lloyd, Mr. G. Richard, Miss R. Boydell, Mr. and Mrs. J. Green, Mr. L. Embrey, Mr. and Mrs. F. Marlow, Mr. J. Leggatte, Miss E. Daning, Mr. and Mrs. Smith and child.

Per s.s. *President Jackson*, on October 11th: Rev. G. F. Burns, Rev. R. J. Cairns, Miss E. Dawson, Rev. F. C. Dietz, Mr. J. T. Gale, Rev. E. F. La Prolle, Mr. H. Lee, Miss L. Ashby, Mr. C. Bacchus, Mr. and Mrs. R. J. Harrison, Rev. J. P. McGinn, Rev. D. L. McShane, Miss G. D. Mahon, Rev. E. V. Mueth, Rev. T. A. O'Melia, Rev. O. A. Rauschenbach, Mr. M. Lord, Miss E. Lord, Mr. G. Lyman, Mr. W. K. Anderson, Mr. R. Luther, Rev. E. V. Byrne.

Per R.M.S. *Empress of Asia*, on October 12th: Mr. I. Schryver, Mr. and Mrs. E. Stone, Mr. and Mrs. R. Verches, Miss C. Verches, Mr. B.S. Bartholomew, Father A. la Cruz, Father L. Llorente, Father B. Pena, Mr. and Mrs. H. A. Dabell, Mr. F. L. Hamby, Dr. and Mrs. L. Hoffman, Mr. and Mrs. D. Harrison, Mr. and Mrs. E. L. Marshall, Mr. I. L. Santos, Mr. and Mrs. H. L. Carter, Miss M. Carter, Mrs. A. de Leon, Mrs. A. W. Erickson, Mrs. A. C. Y. Ferrer, Mrs. V. P. Greene, Miss E. M. Howell, Miss L. Klint, Mr. and Mrs. R. Lazaros and two children, Miss E. Rogers, Miss H. R. Rosario, Mr. M. B. Satun, Miss H. Stallings, Miss L. Villia, Mr. W. Gray, Lt. R. B. Lord, Mr. H. Halph and three children.

Per s.s. *President Adams*, on October 12th: Miss R. Franklin, Mr. and Mrs. Edward Atkins, Mr. and Mrs. W. K. Herndon, Mrs. C. S. Marshall and child, Mrs. C. E. Kern, Mr. A. S. Fardulla, Mr. and Mrs. J. W. Moore, Mr. J. Basin, Mr. H. L. Lewen, Miss A. Basin, Dr. and Mrs. G. B. Dowling, Mr. N. L. Hotchkiss, Mr. and Mrs. P. H. Kipp and daughter, Miss Craft, Mr. M. Manuk, Mr. J. Crabbe, Mr. L. Gidumul, Mrs. H. Refo, Mr. T. Orton, Mrs. N. D. Tata, Mr. K. Rybunul, Mr. M. F. Klyne, Mr. A. R. Wilson, Miss A. Lockman, Mr. D. Eby, Mr. J. D. Everall, Mr. A. D. Bell, Lt.-Col. and Mrs. E. E. Farber and four children, Mr. C. Frances and two children, Mrs. E. Frost and three children, Mr. and Mrs. H. Gillhouse and daughter, Lt. W. Guerry and two children, Mrs. R. O. Warrington, Mr. H. B. Warrington, Mr. J. F. Butt, Mr. H. G. Williamson, Major-General W. H. Weigel, Mr. and Mrs. Dodge, Mr. E. E. Blair, Mr. C. L. Loyland, Mr. D. Smith, Rev. and Mrs. C. M. Worthington, Mr. and Mrs. F. F. Simpson, Mrs. W. H. Beach, Mrs. F. Maddock, Miss E. McCague, Miss M. Neuber, Miss H. Twelker, Miss B. Lee, Mrs. M. Flowers, Mrs. N. B. Gee.

DEPARTURES.

Per s.s. *President Jackson*, on October 12th: Miss L. Ashby, Mr. C. Bacchus, Mr. and Mrs. E. J. Harrison, Mr. M. Lord, Miss E. Lord, Mr. G. Lyman, Mr. W. K. Anderson, Mr. R. Luther, Rev. E. V. Byrne, Major and Mrs. R. Lewis, Mrs. E. V. Hamilton, Mrs. E. Stewart, Mr. and Mrs. B. J. Israel, Mr. A. V. Vargas, Mr. J. F. Donnelly, Mr. G. Dinning, Mr. J. R. Jones, Mr. and Mrs. W. L. Gadhun, Mr. G. L. Beason.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 12th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.93	29.93	29.85
Temperature	78	70	81
Humidity	38	43	38
Wind Direction	N	NE	NNE
Force	2	3	3
Weather	B	B	U
Rain	0.00	0.00	0.00

Highest open-air Temperature on 11th ... 78

Lowest open-air Temperature on 12th ... 69

HONGKONG TIDE TABLE

From Oct. 13th to 19th, 1923.

HIGH WATER.				LOW WATER.			
Day	Month	Time	Height	Day	Month	Time	Height
Tue.	13	5.57	6.1	Mon.	19	9.59	7.1
Wed.	14	6.48	6.2				
Thur.	15	7.29	6.3				
Fri.	16	8.10	6.4				
Satur.	17	8.46	6.7				
Sun.	18	9.28	6.8				
Mon.	19	9.32	7.0				

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STEAMER	H'kong	Shanghai	Kobe	Yokohama	Vanv.
EMPRESS OF ASIA	Oct. 15	Oct. 15	Oct. 21	Oct. 24	Nov. 3
EMPRESS OF CANADA	Oct. 30	Nov. 3	Nov. 4	Nov. 7	Nov. 16
EMPRESS OF RUSSIA	Nov. 13	Nov. 15	Nov. 18	Nov. 21	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 5	Dec. 13

—1923—

EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Feb. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 13	May 16	May 19	May 21	May 30
EMPRESS OF RUSSIA	May 27	May 30	June 2	June 4	June 13
EMPRESS OF AUSTRALIA	June 10	June 13	June 16	June 18	June 27
EMPRESS OF ASIA	June 24	June 27	June 30	July 3	July 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG-MANILA-HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 7	Oct. 9	EMPRESS ASIA	Oct. 10
Oct. 21	Oct. 23	EMPRESS CANADA	Oct. 24
Nov. 4	Nov. 6	EMPRESS RUSSIA	Nov. 7

Passenger Department: Tel. C. 752. Cable: GAOANPAC.

Freight and Express: Tel. C. 42. Cable: NAUTILUS.



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YOKOHAMA-MARU ... Wednesday, 28th Oct. at 11 a.m.

KAGA MARU ... Thursday, 19th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore & Paris.

SUWA MARU ... Saturday, 10th Oct. at Noon

FUSHIMI MARU ... Saturday, 24th Oct. at 11 a.m.

HAKOZAKI MARU ... Saturday, 7th Nov.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... End of Oct.

LIVERPOOL via ADEN & MARSEILLES.

TSUSHIMA MARU ... Middle Nov.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st Oct. at 11 a.m.

MISHIMA MARU ... Wednesday, 18th Nov.

NEW YORK and/or BOSTON via PANAMA.

LIBROS MARU ... Monday, 12th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

AWA MARU ... Monday, 2nd Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... Sunday, 11th Oct.

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Tuesday, 13th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Thursday, 15th Oct.

SHANGHAI, KOBE & YOKOHAMA.

TSUKUBA MARU (Moji direct) ... Friday, 9th Oct.

RANGOON MARU ... Wednesday, 14th Oct.

CEYLON MARU ... Sunday, 18th Oct.

KITANO MARU ... Wednesday, 20th Oct.

For further information, apply to—

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SAILINGS FOR EUROPE:

.. "OOSTERK" ... 2nd Nov. ... 1923

.. "OUDERK" ... Beginning of Dec. ...

ARRIVALS FROM EUROPE:

.. "OUDERK" ... 18th Oct. ... 1923

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

SHANGHAI via SWATOW	"YATSHING"	Wednesday, 14th Oct. at 7 a.m.
STRAITS & CALCUTTA	"RUMSANG"	Saturday, 17th Oct. at 3 p.m.
TIENTSIN	"CHIPSANG"	Monday, 19th Oct. at Noon
KOBE via MOJI	"FOOKSANG"	Thursday, 22nd Oct. at 7 a.m.
KOBE	"KUTSANG"	Tuesday, 27th Oct. at Noon

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

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HONGKONG—TIENTSIN LINE	EVERY PORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

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[6]

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HOMWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"CARMARTHENSIRE"	18th Oct.	"CARMARTHENSIRE"	24th Nov.	London, Rotterdam & Hamburg via Oren.
"GLENDARA"	1st Nov.	"GLENDARA"	1st Dec.	London, Rotterdam & Hamburg via Oren.
"GLENNBERG"	13th "	"GLENNBERG"	13th Dec.	London, Rotterdam & Hamburg via Oren.
"GLENTARA"	29th "	"GLENTARA"	29th Dec.	London, Rotterdam & Hamburg via Oren.
"CARMARTHENSIRE"	10th Dec.	"CARMARTHENSIRE"	10th Jan.	London, Rotterdam & Hamburg via Oren.
"GLENSHIRE"	24th "			

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"PRESIDENT JEFFERSON" ... Nov. 5th, 5.00 p.m.

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 S.S. "CITY OF EVANSVILLE" ... via Suez Canal ... 28th November

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

S.S. "FORREBANK" ... via Suez Canal ... 1st November

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S.S. "CITY OF TAKIO" ... 28th October
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 S.S. "LANGTON HALL" ... via Suez Canal ... 28th Oct.
 S.S. "PYRRHUS" ... via Suez Canal ... 19th Nov.
 S.S. "CITY OF EVANSVILLE" ... via Suez Canal ... 28th Nov.

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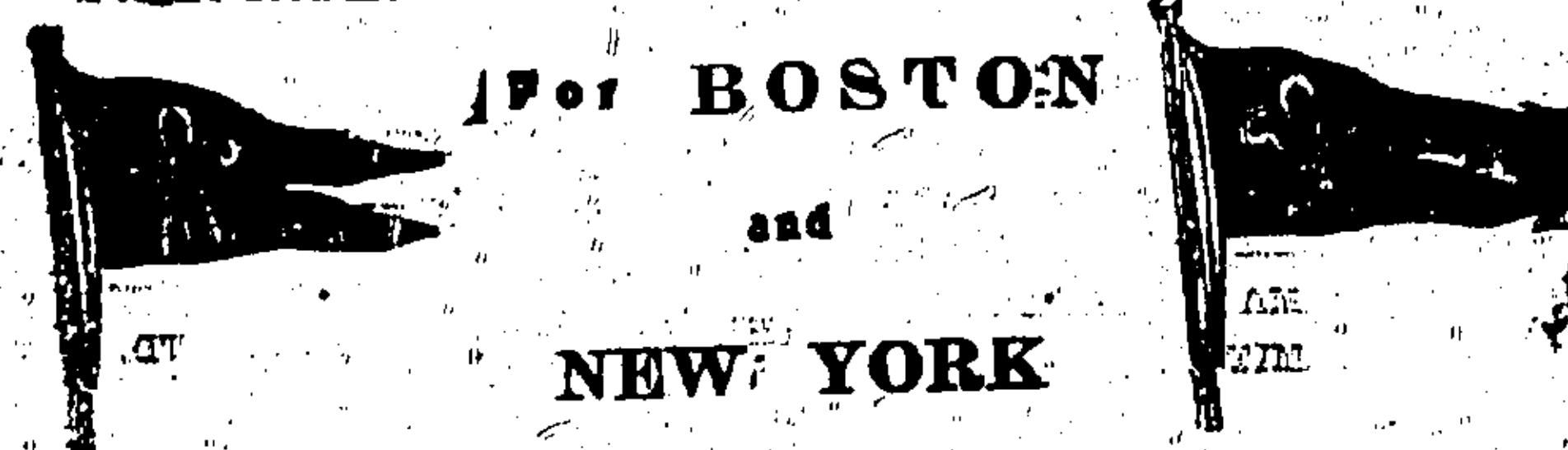
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S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	4,696	14th Oct. Noon	Singapore, Penang, Colombo & S'pore.
"MALWA"	10,941	17th Oct. Noon	Marseilles & London.
"RICHIA"	6,813	18th Oct.	S'pore, Penang, Colombo & S'pore.
"KHIVA"	9,135	31st Oct.	Marseilles & London.
"MANTUA"	10,902	1st Nov.	Marseilles & London.
"KALYAN"	9,144	28th Nov.	Marseilles, London & Antwerp.
"KASHMIR"	8,935	10th Dec.	S'pore, Penang, Colombo & S'pore.
"MORSA"	10,911	12th Dec.	Marseilles & London.
"KASHGAR"	9,006	28th Dec.	Marseilles, London & Antwerp.
"MACEDONIA"	11,039	8th Jan.	Marseilles & London.
"KHAYBER"	8,114	23rd Jan.	Marseilles, London, & S'pore.
"DELTA"	8,037	4th Feb.	S'pore, Penang, Colombo, & S'pore.
"MALWA"	10,941	6th Feb.	Marseilles & London.
"KALYAN"	9,069	27th Feb.	Marseilles, London, & S'pore.
"MANTUA"	10,902	8th Mar.	Marseilles & London.
"KASHMIR"	8,985	13th Mar.	Marseilles, London, & S'pore.
"KHIVA"	9,135	28th Mar.	Marseilles & London.
"MORSA"	10,911	3rd Apr.	Marseilles & London.
"KALYAN"	9,144	17th Apr.	Marseilles, London & Antwerp.
"MACEDONIA"	11,039	1st May.	Marseilles & London.
"KASHGAR"	9,006	15th May.	Marseilles, London & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Redial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	28th Oct.	Singapore, Penang & Calcutta.
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EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	4th Nov.	Manila, Sandakan, Tharakan, Kudat, Borneo, Singapore & Australia.
"TANJA"	4,500	2nd Dec.	Manila, Sandakan, Tharakan, Kudat, Borneo, Singapore & Australia.
"ARAFURA"	4,500	19th Jan.	Manila, Sandakan, Tharakan, Kudat, Borneo, Singapore & Australia.
"ST. ALBANS"	4,500	3rd Mar.	Manila, Sandakan, Tharakan, Kudat, Borneo, Singapore & Australia.
"ARAFURA"	4,500	7th April.	Manila, Sandakan, Tharakan, Kudat, Borneo, Singapore & Australia.

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hong Kong, Canton, Kanton, Swatow, Amoy, and other ports en route as indicated on the above.

Frequent connections from Australia via the following—
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 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ST. ALBANS"	4,500	13th Oct.	D. L. Moji, Kobe & Yokohama.
"MANTUA"	10,902	16th Oct.	D. L. Shanghai, Moji & Kobe.
"GARBETA"	5,337	22nd Oct.	Shanghai, Moji, Kobe & Osaka.
"SANTIA"	8,500	30th Oct.	Kobe.
"KALYAN"	9,144	31st Oct.	Shanghai, Moji & Kobe.
"TANJA"	4,500	1st Nov.	Shanghai, Moji & Kobe.
"MORSA"	10,911	14th Nov.	Shanghai, Moji & Kobe.
"KASHMIR"	8,985	14th Nov.	Shanghai, Moji & Kobe.
"KASHGAR"	9,006	28th Nov.	Shanghai & Kobe.
"SOUDAN"	4,696	28th Nov.	Shanghai, Moji & Kobe.
"MACEDONIA"	11,039	12th Dec.	Shanghai, Moji & Kobe.
"ARAFURA"	4,500	12th Dec.	Shanghai, Moji & Kobe.
"KHAYBER"	8,114	28th Dec.	Shanghai, Moji & Kobe.
"MALWA"	10,941	9th Jan.	Shanghai, Moji & Kobe.
"DELTA"	8,037	9th Jan.	Shanghai, Moji & Kobe.
"KALYAN"	9,144	23rd Jan.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	5th Feb.	Shanghai & Kobe.
"KASHMIR"	8,985	6th Feb.	Shanghai, Moji & Kobe.
"TANJA"	4,500	6th Feb.	Shanghai, Moji & Kobe.
"KHIVA"	9,135	20th Feb.	Shanghai, Moji & Kobe.
"MORSA"	10,911	6th Mar.	Shanghai, Moji & Kobe.
"ARAFURA"	4,500	13th Mar.	Shanghai, Moji & Kobe.
"KALYAN"	9,144	20th Mar.	Shanghai, Moji & Kobe.
"MACEDONIA"	11,039	2nd Apr.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	19th Apr.	Shanghai, Moji & Kobe.
"KASHGAR"	9,006	16th Apr.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 *Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Outlets are fitted with Electric Fans free of charge.
 *Passenger Messing not more than 2 1/2 x 2 1/2 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Freight Rates, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
 P. & O. Building, (Opposite Post Office), HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Exquisite Cuisine.

SWATOW, AMOY & FOOCHOWAND RETURN
(Occupying 9 or 10 Days)

*SAILING ... Capt. A. H. Stewart ... Sunday, 11th Oct. 10 a.m.
 *Calling at Swatow for Passengers only.

Animals and Departures from the Company's Wharf (near Black Pier).
 Round Trip Tickets will be issued from Hongkong to Fuchow (Fuchow, Amoy) and return by the same steamer by the "HAIHONG" and "HAIHONG" at the Reduced Rate of \$60.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIR & CO.

General Manager

CHINA NAVIGATION CO.,

LIMITED.

HONGKONG	FOOCHOW	On	13th Oct.	10 a.m.
HOIHOW & SINGAPORE	SIANGSU	On	13th Oct.	Noon
AMOI & SHANGHAI	SHANTUNG	On	13th Oct.	5 p.m.
HONGKONG	KANSU	On	14th Oct.	10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	KUINGHONG	On	15th Oct.	4 p.m.
BANGKOK	KVANGOROW	On	15th Oct.	4 p.m.
SWATOW & SHANGHAI	SOOCHOW	On	16th Oct.	Noon.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 52.

Agents

CARGO AND PASSENGER CAN BE SHIPPED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd.**"CHANGSHA"**

Due Hongkong 13th October.

Will be Despatched on 17th October, at 4 p.m.

FOR MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.

Through Bills of Lading issued to ALL AUSTRALIAN, NEW ZEALAND, AND TASMANIAN PORTS.

EXCELLENT FIRST AND SECOND CLASS PASSENGER ACCOMMODATION AT REDUCED RATES.

(Sailing subject to alteration)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE.

Tel. C. 34.

Agents.

16

DODWELL & CO., LTD.**NEW YORK BERTH**

LOADING FOR MANILA, BOSTON, NEW YORK.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMES).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

\$56.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "RILVIO PELLICO"	1st	Sails	10th Oct.
S.S. "PIUME I"	2nd	Sails	10th Nov.
S.S. "PIUME II"	3rd	Sails	12th Nov.
S.S. "VIMINALE"	4th	Sails	10th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PIUME I"	1st	Sails	1st Dec.
S.S. "VIMINALE"	2nd	Sails	31st Dec.

RATL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGO"	1st	Sails from Calcutta	1st Dec.
	2nd	Sails from Colombo	15th "

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 104.

Agents.

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M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hong Kong and Sailings to S'pore and Japan	Probable Sailings from Hongkong to Marseilles
PORTHOE	10th Oct.	10th Oct.	10th Oct.
DARTAGNAN	11th Oct.	11th Oct.	11th Oct.
ARGON	12th Oct.	12th Oct.	12th Oct.
ANDRE LEBON	13th Oct.	13th Oct.	13th Oct.
PAUL LECAT	14th Oct.	14th Oct.	14th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) \$ 55.00 0/10
 B CLASS (2nd Class) \$ 35.00 0/10
 C CLASS (3rd Class) \$ 25.00 0/10

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo) Boats.

*Loading for HAYRE ANTWERP.

*"DE" BENOT" from DUNKERK, LONDON & HAYRE in due to arrive about 19th October.
 Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

*Marseilles Central 740. *Quai de Commerce, 100. *Quai de Commerce, 100.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

The Radio Service has reverted to normal hours of working. Messages may be handed in at any hour of the day or night during General Post Office hours at Radio Counter, Main Hall, at all other times messages should be taken through the corner entrance at Fodder Street and Des Vaux Road to the Radio Office on the 3rd floor of the building, these doors will be closed after 10 p.m. but admittance may be obtained by ringing the night bell.

Radio Traffic with Canton is suspended until further notice.
Interport Radio Telegrams are subject to delay.
Messages in Code must have name of Code used included in text.

FROM	PER	DUE
MUSKIE via Negapatam, (Papers only, London, 10th Sept.)	Hong Kong	13th Oct.
SHANGHAI	Portchar	13th Oct.
BAIKON	Anchor	13th Oct.
AMSTERDAM & MANILA	Changsha	13th Oct.
OSAKA, U.S.A., JAPAN & SHANGHAI	Free, McKinley	15th Oct.
MUSKIE via South (Letters and Papers), London, 17th Sept. & Parcels 10th Sept.)	Manila	15th Oct.

For	Per	Date
Batlow	Kiangsu	Tuesday, 13th, 10.30 A.M.
Saigon, Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt, & EUROPE via Marseilles—due Marseilles, 15th Nov.	Porto	Reg. 11.45 A.M. Letters 12.30 P.M.
Macao	Sui An	1.15 P.M.
Shanghai and Japan	Angkor	2.30 P.M.
Amoy	Shanghai	3.30 P.M.
Swatow	Taihing	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Soudan	Wednesday, 14th, 10.30 A.M.
Shanghai, Japan, Canada U.S.A., C.&S. America & EUROPE via Vancouver, B.C.—due Vancouver, 2nd Nov.	Emp. of Asia	Parcels 5.00 P.M. Reg. Thurs, 15th, 9.15 A.M. Letters 10.00 A.M.
Bangkok	Kwancheow	Thursday, 15th, 2.30 P.M.
Waihai Wei	Kueschow	2.30 P.M.
Shanghai, Japan & EUROPE via Siberia (Letters & Post cards specially subscribed "via Siberia" only.)	Mantau	5.00 P.M.
Manila	Pras. McKinley	Friday, 16th, 3.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 15th Nov.	Malua	Parcels 5.00 P.M. Reg. 17th, 9.45 A.M. Letters 10.30 A.M.
Japan & Australia	Anjo Maru	10.00 A.M.
Manila, Hongkong and New Zealand via Thursday, Island—due Thursday Is., 31st Oct.	Changsha	Noon Registration 1.45 P.M. Letters 2.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt, & EUROPE via Marseilles—due Marseilles, 15th Nov.	Hedin	Wednesday, 21st, 9.45 A.M. Registration 10.30 A.M. Letters 10.30 A.M.

Printed at the "HONGKONG DAILY PRESS" Office

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

"HATCHER" 21st Oct. Marseilles, London, Rotterdam & Glasgow.
"CALCHAS" 3rd Nov. Marseilles, London, Rotterdam & Hamburg.
"BARBEDON" 18th Nov. Marseilles, London, Rotterdam & Glasgow.
"TROIUS" 1st Dec. Marseilles, London, Rotterdam & Hamburg.
LIVERPOOL SERVICE.
"JASON" 18th Oct. Genoa, Havre, Liverpool & Glasgow.
"AJAX" 1st Nov. Genoa, Havre, Liverpool & Glasgow.
"DIOMEDE" 12th Nov. Genoa, Marseilles, Havre, Liverpool & Glasgow.
PACIFIC SERVICE.
 (via KOBE & YOKOHAMA).
"PHILOCTETES" 30th Oct. Victoria, Vancouver & Seattle.
"TYNDAROS" 21st Nov. Victoria, Vancouver & Seattle.
NEW YORK SERVICE.
"EURYLOCHUS" 18th Oct. Boston, New York & Baltimore via Suez.
"PYRHEUS" 19th Nov. Boston, New York & Baltimore via Suez.
PASSENGER SERVICE.
"BARBEDON" 21st Oct. Shanghai.
"HECTOR" 18th Oct. Singapore, Marseilles & London.
"BARBEDON" 18th Nov. Singapore, Marseilles & London.
"PATROCLUS" 18th Dec. Singapore, Marseilles & London.
"ANTENE" 12th Jan. Singapore, Marseilles & London.
"HECTOR" 8rd Mar. Singapore, Marseilles & London.
"BARBEDON" 7th April Singapore, Marseilles & London.

For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents.

		October 10th, 1933.
ON LONDON.—		
Telegraphic Transfer	...	2/5
Bank Bills, on demand	...	2/5 1/16
Bank Bills, at 30 days' sight	...	—
Bank Bills, at 4 months' sight	...	2/5 1/2
Credits, at 4 months' sight	...	2/5 1/2
Documentary Bills, 4 months' sight	...	2/5
ON PARI.—		
Bank Bills, on demand	...	1,230
Credits, 4 months' sight	...	1,230
ON NEW YORK.—		
Bank Bills, on demand	...	59 1/2
Credits, at 30 days' sight	...	60
ON BOMBAY.—		
Telegraphic Transfer	...	} 159 1/2
Bank Bills, on demand	...	
ON CALCUTTA.—		
Telegraphic Transfer	...	} 159 1/2
Bank Bills, on demand	...	
ON SHANGHAI.—		
Bank Bills, at sight	...	} 159 1/2
Private, 30 days' sight	...	
ON YOKOHAMA.—On demand	...	142 1/2
ON MANILA.—On demand	...	116 1/2
ON SINGAPORE.—On demand	...	103
ON BATAVIA.—On demand	...	143 1/2
ON HONGKONG.—On demand	...	100 1/2
ON RAJCOCK.—On demand	...	100 1/2
ON HANKOK.—On demand	...	100 1/2
SEVENINGEN, Bank's Buying rate	...	\$3.00
Gold LEAF, 100 fine, per tael	...	—
HAL SILVER, per oz.	...	32 1/2

Head Office: Hongkong

Head Office: Hongkong

Authorized Capital	\$50,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds:—	
Sterling	\$4,500,000
Silver	\$36,500,000
Reserve Liability of Proprietors	\$20,000,000

Court of Directors:

G. M. Young, Esq., Chairman,	
H. P. White, Esq., Deputy Chairman.	
D. G. M. Bernard, Esq.	Hon. Mr. A. O. Lang.
W. E. Bell, Esq.	W. L. Patterson, Esq.
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Chief Manager

Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 16th May, 1895. [85]

THE Business of the above Bank is conducted by the **HONGKONG & SHANGHAI BANKING CORPORATION**. **SHARES** may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each complete Calendar Month at $3\frac{1}{2}$ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balances of \$100 or more to the **HONGKONG & SHANGHAI BANK** to be placed on **DEPOSIT** at **CURRENT RATES**.

For the Hongkong & Shanghai Banking Corporation
A. H. B. BLOW,
Ch. Manager.
Hongkong, 7th January 1935

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